



# *General Competition Rules*

Preliminary Version

*For Competition Year 2016*

*Document Version 2.6*

Before we get to the rules, we would like to thank our Series Sponsors! Thank you for providing all Nissan Challenge participants with quality parts and products at great prices.

If anyone needs any of these products, please contact John C at C3!



## **New Revisions for version 2.4 :**

### **Enth**

200 UTQG tires are now allowed. Until the end of the season, competitors in Class 3 may use 200TW tires Including the Bridgestone RE-71 and BFG Rival S. In 2017 These two tires will no longer be allowed without the typical points penalty.

### **General**

Moved past revisions to the end of the document in Appendix I

## Sections

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## Section 1: Goal and Focus

The goal of the C3 Motorsports challenge series is to provide an annual competition format for all owners of Nissan, Infiniti, and Datsun automobiles. It is intended for all skill levels, but focused primarily on providing a grassroots, entry level competition to encourage owners to attend HPDE events.

It can be defined as a “friendly competitive” series to encourage competition and to serve as an entry to learning driving and track day etiquette. It will also serve as ground for the latest Nissan models to compete with classic Nissan cars that are prepared for the track.

## Section 2: General Safety, Behavior, and Tech

### Safety and Behavior

- Safety rules and general tech inspection will be denoted by the hosting HPDE event.
- All safety rules denoted by hosting company and instructions from its chief steward will be followed and required by all Nissan Challenge participants.
- Violations of safety rules, complaints made on your car or yourself, un-sportsman like conduct on track or in the pits, arguing with safety officials, etc. will result in forfeit of points for that day and may prevent you from earning points for 1 or more competitions.
- Severe on-track safety infractions such as contact with other cars, car over turns, severe impacts, blatant over-driving, blatant disregard for flags on track, anything that could be construed as an embarrassment to the series or the hosting company, or anything that is judged to be severe misconduct or negligence will remove you from the series for 9 months with forfeiture of all points for the current season.
- In general you are expected to act like a responsible and polite person on and off track.
- Know your limits and your car.

- If you want to push your car further, seek instruction from a qualified instructor.

## Tech

- It is your responsibility to make sure your car is in good running order so that it is not a hazard to you or anyone else at the track. You must follow the tech inspection rules of the hosting organization.
- Tech inspection is generally performed by the driver/owner of the vehicle at HPDE events, but some groups do require a more formal 3<sup>rd</sup> party inspection.
- There is generally a self tech form at registration, please check everything on the form.
- Track days, competitions, and HPDE events carry risk to you and your car. A simple check of your wheels, tires, and brakes makes a big difference.
- Trunk and its components must be removed.
- Remove all paper and material from cabin.
- Check your tire pressures and tread. Running the track with corded tires is dangerous to you and others.
- If you do not know how to inspect a certain aspect of your car, all you need to do is ask someone that does.
- If your car is a nuisance, repeatedly has mechanical failures, spills fluid, or is poorly maintained you will not be allowed to compete in Nissan challenge until your car is prepared to be on track.

In summary, this series will expect a high level of car maintenance, driver control, and good showing of personal character. We will act as guests at someone's house and be respectful of our hosts. Our cars will be prepared and well maintained.

## Section 3: Competition Classes and Models

### Classes

- There are 3 Competition Classes that drivers may enter their vehicle

**ENTHUSIAST**

**STREET**

**TOURING**

### Group

- In Addition, there are 3 general groupings of recognized vehicles. All cars may compete in any class with a few exceptions. The three groups are:

**S/B SERIES (S-30, S-130, S-13, S-14,510,B-11,B-12,B-13,V-16)**

**Z/G/Q SERIES (Z-32, Z-33, Z-34, G-35, G-37,Q50-70)**

**R SERIES(R-32, R-33, R-34, R-35)**

## Our competition classes are based on the following elements

### Attitude and goal of the participant

We are not a sanctioned race, we are a competition series operating inside of a hosted track day event. We are open to all Datsun and Nissan cars and aim to provide friendly and competitive way for people to attend HPDE events with other owners. We are permitted to run with the hosting organization based on our attitude and reputation, we hope that people use common sense, courtesy, and good sportsmanship in this series. It is required.

### Tire and Aero Specs

Tires and Aero are two of the most significant ways to determine or limit car performance. To try to keep the classes fair, we have specific requirements for each spec in each class.

It needs to be made clear that we do not have the means to enforce HP/Weight rules. Nor are we interested in doing inspections on engines, weights, or every suspension modification you may have done or not done. We instead use baseline tire ratings and aero rules to limit performance.

Tires from 2015 and phase in period.

Since this is the first year of the series, we understand people will not be able to meet tire specs immediately in 2016. People may have bought similar tread ware tires late in 2015. The series is not expecting people to immediately switch tires over so there will be a phase in period. There will be a penalty though for non-spec tires in a specific class after a certain point in time. See the Points and Scoring Section for further details.



## Section 4 Class Specific Rules

### Enthusiast Class Specific Rules

#### Goal of the Class

This class is designed to provide the new driver, lower HP cars, and OEM “stock” cars a place to compete. Very limited tire and aero rules attempt to create an environment for the later model Z’s and G’s to compete with NA4 cars etc.

#### Class Specific Rules

- Car must be a Nissan, Infiniti or Datsun
- There is no limitation on safety upgrades
- Z34/33 Nismo is not allowed, it must compete in Street Class.
- Infiniti Q70 5.6L must move to Street.
- R35 GT-R is not allowed.
- Oil coolers, power steering cooling, and differential cooling upgrades are allowed.
- No Non-OEM Forced induction is allowed.
- ECU’s and ECU flashes are allowed.
- SR-20DE engine swaps are allowed.
- SR-20DET engine goes to street.

## Tires and Aero Spec

### **TIRES**

#### **ALL CARS EXCEPT Z34**

- 275 Max Width 200 or > UTQG Tread wear

**Z34 SPECIFIC** May use OEM Sport wheel size and tread ware.

**Front: 255/40 19" and 140 or > UTQG.**

**Rear: 275/35 19" and 140 or > UTQG.**

**Or any sizes in the Maxxis VR-1.**

### **AERO**

- All cars in enthusiast must use close to OEM aero
- No Chassis mounted wings or splitters are allowed.
- "Non-Nismo" Aero should use the following guidelines:
  - Front air dams and "lips" are generally OK as long as they are not chassis mounted with tie rods.
  - Spoiler replacements are allowed, GT wings are not.
  - Full body aero kits, or anything appearing as a functional body kit that has matched pieces and appears to give a significant aerodynamic advantage is not allowed.
- Not allowed are GT style wings (APR, Aero Motions, Kognition, Etc.), chassis attached splitters, wide body kits with fender vents, etc.
- Hood vents that are for cooling capabilities are allowed.
- Non OEM hoods that have cooling vents are allowed.

## Street Class Specific Rules

## Goal of the Class

This class is designed for the late model tuner, the brand new GTR owner, and the classic Datsun/Nissan that is race prepped, etc. It is intended to simulate many T/A "Street" type specs, with some specific exceptions and allocations for the Nissan Series.

## Class Specific Rules

- Car must be a Nissan, Infiniti, or Datsun
- There is no limitation on safety upgrades
- Lexan is not allowed
- R35 Nismo is not allowed
- Cars that are factory race cars, "Limited or Modified T/A cars", "POC GT3" spec type cars or higher, will be asked to move to the Touring class.

## TIRES

### ALL CARS EXCEPT R-35

- 285 Max Width; 140 or > UTQG (You can choose any brand at this tread)  
**OR YOU MAY USE**
- The Maxxis RC-1 spec 100 UTQG tire.

### GTR R-35 Specific

Must use OEM sizes and specs **255 Front/285 Rear 20" wheel and 220 or > UTQG** (Must use OEM run flats or equal tread wear equivalent).

## **AERO**

### **ALL CARS BESIDES R-35**

If it does not specifically say "Allowed" it is not.

- A rear wing may be used but it must not be the highest part of the car and it must be  $\leq 72$ " width. Cannot extend more than 5" past the rear of the body.
- Front air dams, lips, and splitters may not extend more than 5" off the body. Front tie-rods may be used to secure the splitter to the chassis.
- Front under trays such as the Nismo under tray are allowed, but it may not extend past the wheel line.
- Nismo and Nismo Rep Aero allowed.
- Diffusers are not allowed to extend past the wheel line, and no more than 5" rear of body.
- Hood vents are allowed as are vented hood replacement.
- Wheel well vents are allowed as are fender replacements/wide body.
- No flat bottom underbody that extends from wheel line to wheel line is permitted.
- Active aero is not permitted.
- Up to 4 total (2 per side) front steering canards, or rear vortex generators are allowed.

### **R-35 SPECIFIC**

OEM Aero is required to compete in Street.

## Touring Class Specific Rules

Car must be a Nissan, Infiniti or Datsun to earn series points. Any make or model may run via invite/request as “exhibition”.

### Attitude and goal of the participant + Specs

- Touring does not have any limits on Aero or Tires. But it is intended to be a competitive series with ideal sportsmanship that attracts guests and visitors to compete with top tier Nissan cars whether it be a brand new R-35 Nismo, an 800 HP TT Z, or a decked out 240sx.
- The goal of this class is to serve as a place for the high HP street car or true race car, to have a place to compete.
- We will honor guest competitors. Via invitation or request, we will always strive for honorary friends and members of any make or model of car to join Nissan Challenge in Touring.
- This class may be considered “unlimited” for the time being.

## Section 5 Points and Scoring

### Points System

The point scale is determined by the average number of participants in the challenge overall for the first 3 calendar months of the year.

The average number of participants in the first 3 months, will determine the maximum points awarded per class, and per competition.

The maximum number of points will follow a Fibonacci scale. Maximum points can only be 1, 2, 3, 5, 8, 13, 21, 34, etc.

The driver with the best lap time in each class of each competition day, will be awarded the maximum number of points.

Every subsequent place in that class will receive the next lowest point value.

Here's an example:

If for the months of Jan, Feb, Mar the following attendance was recorded:

Jan 20 members, Feb 30 Members, Mar 40 Members.

$20+30+40 = 90$  people over 3 months.

$90/3 = 30$  people per month Avg.

30 is closest to 34 on the scale, so maximum points per event will be 34.

For the Jan Feb Mar events and all events going forward for that year, 34 points will be given for best time per day per class. The second place time will receive 21 points, third will receive 13, etc.

## Point Awards for Times

To receive a minimum of one point, you must drive one complete lap at the event.

Times must be through official timing from the host event using a transponder. GPS device times are not permitted.

All sessions including bonus sessions, combined run groups, time attack specific sessions, W2W club race times that are on the same day, etc. will count.

Points will be awarded on timing/scoring results from the host organization.

Points are awarded to the driver in the class they competed in that day. If they compete in a different class the next event, the points are not transferable to the new class.

## 2016 Tire Phase in Period and Point Modifications

To accommodate people that may have bought tires in 2015 that would like to compete in a specific class but with a tire that does not meet the class spec they may do so. There will be a grace period on tires for anyone that has tires purchased in 2015, but they will take a point penalty per event as follows:

Jan-Mar (No penalty)

Apr-Jun (1 point subtracted from any point(s) earned that day)

July-Dec (3 points subtracted from any point(s) earned that day)

You cannot "earn" negative points, but you could receive 0 points for the day.

**For Example:** a Datsun 240 that meets every other rule in enth class, but is wearing 100 tread ware tires at the end of 2015 wants to compete in Enthusiast. They may do so with no penalty until March. Thereafter, they will be subject to the point penalties for the rest of the year if they stay on 100TW tires.

## Section 6 Committee Structure

There is a general committee comprised of 7 people.

Their primary responsibilities include:

- Reviewing class specific rules
- Promoting the event
- Helping with track day operations

For calendar year 2016 the following people are defined for General Committee:

Vatche Soghomanian

John Capati

Bruce Watson

Parin Thalangdee

Nazar Mondaca

Greg Seemann

Mike Trieau

Each Class has 2 members for its subcommittee

### Enthusiast Subcommittee:

John Capati

Parin Thalangdee

### Street Subcommittee:

Vatche Soghomanian

Greg Seemann

### Touring Subcommittee:

Bruce Watson

Nazar Mondaca

General oversight of all three committees' rules will be reviewed by Michael Trieau.



# Appendix I-Past Revisions

## Revision and Changes from v2.2 to v2.3

### General/Points

1. Phase in rules for tires added for 2016 , see points and scoring

### Enthusiast

1. Z34 tire specs clarified in Enthusiast Class.
2. Added Maxxis VR-1 as spec tire in Enthusiast

## Revision and Changes from v2.1 to v2.2

### Street

1. Maxxis Victra RC-1 as spec 100 TW tire added to street class.

## Revision and Changes from v2.0 to v2.1

### General Changes

1. Listed B Chassis, it will follow normal Enthusiast and Street rules, engine swaps etc.
2. Reformatted and some general typos fixed.
3. Clarified point rules for cars that want to compete in different classes.

## Revision and Changes from v1.0 to v2.0

### Enthusiast Changes

1. Non OEM Forced Induction is not allowed. This was done to even the playing field between NA4 and NA6 low/medium HP cars that are the main constituents of this class.
2. No Professional Drivers allowed.
3. Z33 Nismo moved to street, similar to the Z34.
4. Clarification on "Non-Nismo" aero rules for Z34/Z33.
5. Tire specs simplified.
6. Z34 Sport tire specs explained. The Z34 is allowed its specific tire and size because that is what it comes with from the factory. It would not be expected for that particular car to need to buy 18" wheels or change tires to run in Enth class.
7. SR Engine swap rules defined.
8. Infiniti Q70 5.6L will go to street, 3.7 can run either OEM tires, or class spec.

### Street

1. Chassis mounted wing is allowed as was originally intended.
2. Wide Body Aero and fender rules clarified.
3. Tire sizes simplified-they are based on the sizes of the OEM R-35

4. Class renamed to “Street”. Although initial specs were mainly inline, much confusion seemed to be caused by the name. This class is not intended to mirror other “street” classes, although any car competing in RLTA/GTA Street would definitely fit into this class.