



2015 F2000/F1600/FA Championship Series Rules and Regulations

F2000, F1600, and FA Championship Series Philosophy

The F2000 Championship Series, or F2000, is designed to offer close competition to an inclusive group of open wheel, single seat formula cars operating under a set of clearly defined rules. While the cars are currently powered by one of several Ford 2 Liter engines, this is not to say that at some point in the future other power plants might be included providing support and equalization are possible. F1600 and FA follow in F2000's tracks with these proven methods.

F2000, F1600, and FA were founded on three main principals:

1) Vertical Integration between Pro Racing and Club Racing

One of the main tenets of the series is 'vertical integration' between amateur regional, national and Professional level competition. The ability of competitors currently racing in club competition to be welcome to participate in the Series with minimal alterations to their equipment is tantamount. This allows any Sports Car Club of America [SCCA] legal Formula Continental/Formula F or FA car, per the SCCA General Competition Rules [GCR], to enter and compete on as level a playing field as can be formulated.

The Series believes in a proven formula which rewards good driving and punishes a mistake; FC (F2000) has met the criteria for well over 20 years in this country and has trained outstanding drivers who have reached the highest level of motor sports. As FF(F1600) enters its fifth decade and evolves it continues to provide excellent competition. Providing exciting competition the well-known FA is the most recent to be added to the Series. It is the intent of the Series to consolidate all eligible cars, over time, under one common-sense set of inclusive rules.

2) A Balance of Quality Track time at Premier Tracks with Exposure at High Profile Events

An equally central tenet of F2000, F1600 and FA is to compete at great race tracks with excellent track time [quantity] and track times [quality]; the goal being length of sessions and times of sessions scheduled in a way to accommodate the competitor's desire for sufficient track time at reasonable times of each day of a scheduled competition.

3) Offer the Best Professional Entry Level Program for both Seasoned and Aspiring Race Car Drivers.

The Series is intent on providing a first class training ground for aspiring drivers, engineers and mechanics both on the track and on the set up platform. Racing is expensive and the Series will pay close attention to containing those costs, but not at the expense of creating another spec class. F2000, F1600, and FA are classes open to ongoing performance development, which is healthy and desirable.

The Series above all is focused on creating a professional atmosphere where drivers, teams and officials can both expand their horizons and enjoy the experience.



2015 Rules and Regulations

1. The F2000, F1600, and FA Championship Series are sanctioned by SCCA Pro Racing, with a minimum driver license requirement of a Sports Car Club of America Club Racing National license for the first weekend. An SCCA Pro Racing license is required on the second weekend and beyond. Eligible cars are Ford Powered F2000 cars and either Ford or Honda powered F1600 cars. Eligible FA cars are as defined by the SCCA GCR.

There are exceptions to the SCCA GCR as pertains to this Series. They include:

- a. Tires (Paragraph 4),
- b. ECU map (Paragraph 7), c. Fuel (Paragraph 9) and
- d. Brakes (Paragraph 10).

The following rules listed under this PDF supersede the 2015 SCCA GCR:

http://www.f2000series.com/pdfs/2015_technical_regulations.pdf

SCCA 2015 Pro Racing Regulations shall be referred to in the instance of Protests, Appeals, Driver Discipline, or other areas as may apply to the F2000, F1600, and FA Championship Series.

By entering an event the entrant/driver agrees to cooperate with Series officials in all matters of technical compliance, including but in no way limited to:

- weight of car/driver,
- correct fuel,
- access to ECU units in cars, and Data Acquisition Systems
- critical measurements of aerodynamic components and
- dimensions and engine component legality.

Signing the official entry form and/or the Registration form that all drivers, entrants and team principal's agree to share any and all on board data as well as any and all on board video with series officials on demand.

An entrant's data will be kept private and won't be shared, but used internally for us to make decisions regarding technical issues, such as Fit restrictor size.

Video must be made available to series staff to use in determining driving issues between drivers and teams. In addition, video must be made available (at or after events, please keep video for 60 days) for any media uses or television production needs.

2. Credentials

The Event entry fee includes credentials for the driver and up to six crew members and/or guests. Crew members must be SCCA members with current photo IDs for access to restricted areas [i.e., hot pits, false grid, etc.]. Before a drivers second weekend in either series they are required to obtain, a Pro Racing License.



3. Competition Weight

- a. Competition weight is to be as raced, qualified, or practiced and will include the driver with all driver gear/equipment and not allow for any replenishment of fluids.
- b. Competition weight is 1210 lbs. for all F2000 competitors regardless of motor, weight for all F1600 cars is 1110 lbs. Competition weight for FA must be in compliance with the SCCA GCR Spec Line Table 1 and 2.
- c. It is the entrant's responsibility to be in compliance for all official sessions on race weekends.
- d. Series officials have the right to weigh any car and driver at any time deemed necessary.

4. Tires

- a. Competition tires are to be the Hoosier tires as specified by the Series.
- b. F-2000 shall use the following tires:
 1. Dry Front – 43539- 20.5 x 7.0R13
Dry Rear – 43546- 22.5 x 8.0R13
 2. Wet Front – 44442- 20.5 x 7.0R13
Wet Rear – 44443- 22.5 x 8.0R13
- c. F-1600 shall use the following tires:
 1. Dry Front – 43321- 185/60R13
Dry Rear – 43326- 205/60R13
 2. Wet Front – 44421- 185/60R13
Wet Rear – 44426- 205/60R13
- d. FA shall use the following tires:
 1. Dry Front– 43571– 23.0 x 9.5R15 FA
Dry Rear – 43586–24.5 x 13.75R15 FA
 2. Wet Front – 44275 – 22.5 x 9.0 15WET
Wet Rear – 44280 – 23.5 x11.5 15WET
- e. Tire compounds may be changed during the course of the season.
- f. F2000 and F1600 tire usage is limited to six (6) tires and FA is limited to eight (8) tires, from the start of the first qualifying session through the second race of the weekend. In the event a driver enters only one race on a weekend, they are limited to four (4) tires.
- g. In the event of a tire becoming dangerous to race on, the specific circumstances will be reviewed on a case by case basis.
- h. In the event of rain only the current season rain tire as specified in 4.b.2, 4.c.2, or 4.d.2 will be allowed with no quantity limitations.
- i. No hand grooving of slicks will be allowed
- j. Tire warmers are not allowed anytime during the weekend
- k. Tire treatments, conditioners, or softeners are prohibited

5. Car Numbers

- a. Car numbers must be visible from both sides and from the front.
- b. The side numbers on F2000 and FA cars must be on the rear wing endplates.
- c. Numbers must be of a size to be easily readable and it is recommended that they be at least 6" tall with a 1.5" stroke.
- d. If requested, the entrant agrees to alter the numbers to satisfy these requirements.
- e. Series registered drivers are guaranteed their reserved number until one week before the start of an event. At that time, if the registered driver has not entered that particular event, that number will become available to any race entrant for that event.



6. Transponders

F2000, F1600, and FA requires each entrant's car be equipped with an AMB Transponder and strongly recommends it be the hard-wired type. The Series will NOT have transponders available for rent. It is the entrant's responsibility to ensure the entered car has a functioning transponder and the transponder number is correct and is on file with the series.

7. Competition Adjustments

In addition to the items noted in Paragraphs 4 and 5 above, additional competition adjustments will be made as needed. These include, but are not limited to:

- a. Air restrictor specifications and ECU mapping on Zetec motors in F2000 and Honda Fit motors in F1600.
- b. The required Intake Air Restrictor on all Zetec motors is Quicksilver Race Engines Part #1340.
- c. The required Intake Air Restrictor on all Honda Fit motors is HPD 30.5mm
- d. The ECU map supplied and installed by the Series is the only map that may be utilized.
- e. The ECU map will be flashed on a regular basis and may well be installed several times each weekend.
- f. The ECU on Honda Fit powered F1600 cars may be replaced by the series as it deems necessary.
- g. The ECU Map used on Zetec powered cars must be the current SCCA Club map or the F2KCS map.
- h. Zetec fuel injectors should read stock Ford, an approved alternate is the Quicksilver Race Engines Part # ACCELL 150819
- i. The Series maintains the right to alter minimum weights as it deems necessary to maintain fair competition.
- j. As of 2012 in F1600, European cars are allowed in our Series if they meet the specifications defined by Section C.14 of the Series Technical Regulation.
- k. F2000 cars must be able to turn the master switch "off" and back to "on" while on the grid without the removal of fasteners or body components.
- l. All cars must be capable of being lifted using a roll bar mounted tow bar, or a strap must be able to be wrapped around the top of the main roll bar without removing fasteners or bodywork.
- m. All teams are required to have and monitor a radio that receives the Series radio frequency 461.925. This radio must be used during all on track sessions.
- n. All cars are strongly encouraged to have a forward-facing video camera which shows, at a minimum both front wheels of the car and the drivers hands. The camera is to be operated during all on-track sessions for your group. At the conclusion of each session the camera's removable memory chip is to be made available to Series Officials for review if requested. Series Officials may retain the chip(s) until their use is deemed no longer necessary and will then be returned to the team.



8. Competition Motors

- a. All Zetec engines must be sealed by either Quicksilver Race Engines (QSRE) or Elite Engines. Motors built by Elite may be sealed by Elite. All others must be sealed by QSRE. The 2015 PRO SERIES Technical Specifications, section B.11. Engines – Zetec, provides allowable modifications that may be made to the Zetec engine.
- b. Pinto motor F2000 specs shall be per the SCCA GCR 2015.
- c. Kent F1600 rules shall be per the SCCA GCR 2015.
- d. Honda Fit F1600 rules shall be per the SCCA GCR 2015 with exceptions as noted. F1600 cars using the Honda Fit engine may not use electric fans for engine cooling
- e. Honda Fit 1600 alternate clutch disk permitted as provided by Quicksilver Race Engines (QSRE) part number QSHDR-411
- f. FA engine rules shall be per the SCCA GCR 2015 with exceptions as noted

9. Fuel

Specified fuel will be designated and announced prior to the event for each Series. It is mandatory to use fuel from the approved source as announced. The approved source will be posted at the Series trailer during the event.

The intent is to spec 93/94 octane unleaded pump gas at all events.

F2000 Zetec powered cars will use 93 octane unleaded fuel.

F2000 Pinto powered cars will use 110 octane leaded fuel from track source.

F1600 Honda powered cars will use 93 octane unleaded fuel.

F1600 Kent powered cars will use 110 octane leaded fuel from track source.

FA must use Series specified GULF Racing Fuel.

10. Brakes

Brake calipers must be either ferrous or aluminum alloy with no more than four pistons per unit. There can be no more than one caliper per wheel. Pads are free for F2000 and F1600. Carbon brakes are prohibited in FA.

11. Penalties for causing session stoppages for both series are as follows:

- a. Any driver responsible for causing the first practice session to be stopped will lose the first five minutes of the next session. That time will start when the competitor reaches either his/her assigned pit box or a “penalty box” location in the pit lane.
- b. Any driver causing the second practice session to be stopped will lose his/her two [2] fastest laps in the next qualifying session.
- c. Any driver causing a qualifying session to be stopped will lose two [2] grid positions post qualifying.
- d. Any driver not responding appropriately to a Black Flag All, Red Flag, or session ending Checkered Flag will lose two [2] grid positions post qualifying.
- e. All penalties are per incident. That is if a driver has multiple infractions the penalties are cumulative.



12. Qualifying Sessions

Qualifying session procedures are as follows:

- a. No refueling in the pit lane, or during the session in the paddock, will be allowed.
- b. No car is allowed to leave the pit lane and return to the paddock during a qualifying session without permission from a Series official.
- c. No laptop computer is to be plugged into any car after a qualifying or race session without permission from a Series official.
- d. Those cars not required to report to impound may download data after leaving the Pit area at will. Those sent to impound must not download data, or plug a computer in until released from impound.

13. Head and Neck Restraints

The use of a head and neck restraint system that has been certified in accordance with SFI 38.1, FIA 8858-2002 or 8858-2010 is required to be used by all competing drivers during any official practice, qualifying, or race session.; an SFI 38.1 or FIA 8858-2002 or 8858-2010 label must be properly affixed to the device.

14. Uniform Patches

All drivers are required to have the following patches, or embroidery, on their driver's suit:

- a. F2000, F1600, or FA Championship Series as appropriate,
- b. Hoosier Racing Tires,
- c. SCCA Pro Racing,
- d. HPD uniform patches is required for any competitor in F1600 and FA that is using Honda Power

15. Decals on Competing Cars

All cars must have the decals specified by the series affixed:

- a. F2000 Championship Series, F1600, or FA as appropriate
- b. Hoosier Racing Tires, all three series
- c. Racing Electronics, all three series
- d. WRD, both series
- e. SCCA Pro Racing, all three series
- f. Cellmark Paper, F2000
- g. Mathisen Media
- h. and any others as specified by the Series.
- i. Decals identifying or promoting other race series or sanctioning bodies must be removed from competing cars.



16. Team Conduct and Dress

Team members are to dress and act in a professional manner. Team members are requested to dress in identifiable uniforms (not matching dirty t-shirts). Crew uniforms are mandatory per tech bulletin dated 1/16/14. Drivers will be held responsible for the conduct of their crew and team members.

17. Championship Points

F2000 Drivers Points Championship will be comprised of a driver's best 12 finishes from the 14 races available.

F1600 Drivers Points Championship will be comprised of a driver's best 19 finishes from the 21 races available.

FA Drivers Points Championship will be comprised of a driver's best 12 finishes from the 14 races available.

18. Private Test Sessions

Private testing is banned at any track the Series is racing at during 2015 until the scheduled Series event has been held. The only exceptions are:

- a. Series organized test opportunities,
- b. Recognized sanctioning body event

19. Decisions regarding event operation, team conduct, driver discipline, and car compliance will be made by Series officials and will be final.

20. **Rule 20 will be determined on an as needed basis.**