



2010 F2000 Championship Series Rules and Regulations

F2000 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.

F2000 was 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 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. It is the intent of the Series to consolidate all eligible cars, over time, to be more closely aligned to SCCA GCR FC rules. The Series is determined to remain a single class series, that is, not a two tier series.

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

An equally central tenet of F2000 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. FC is a class 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.

2010 Rules and Regulations

(Changes for 2010 are in **bold type**)

1. The F2000 Championship Series is sanctioned by SCCA Pro Racing, with a minimum driver license requirement of a Sports Car Club of America Club Racing National license. Alternately an SCCA Pro Racing license is also acceptable. The Series is for SCCA GCR Formula Continental legal cars.

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).

SCCA 2010 Pro Racing Regulations shall be referred to in the instance of Protests, Appeals, Driver Discipline, or other areas as may apply to the F2000 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 powered by a Zetec engine,
- critical measurements of aerodynamic components and
- dimensions and engine component legality.

2. Credentials

The Event entry fee includes credentials for the driver and up to four 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.].

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 to be 1220 lbs. for all F2000 competitors regardless of motor.
- 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. Tire compounds may be changed during the course of the season.
- c. Tire usage is limited to six (6) new tires from the start of the first qualifying session through the second race of the weekend.
- d. In the event of a tire becoming dangerous to race on, the specific circumstances will be reviewed on a case by case basis.
- e. In the event of rain only the specified Hoosier wet weather tires will be allowed with no quantity limitations.
- f. No hand grooving of slicks will be allowed.

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5. Car Numbers

- a. Car numbers must be visible from both sides and from the front.
- b. The side numbers 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.
- f. Optional F2000 number plates can be purchased from ZAT Graphics, [zatgraphics.com] or call 815-495-9623.

6. Transponders

F2000 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 F2000.

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.
- b. The required Intake Air Restrictor on all Zetec motors is Quicksilver Race Engines Part #1340.
- c. The ECU map supplied and installed by the Series is the only map that may be utilized.
- d. The ECU map will be flashed on a regular basis and may well be installed several times each weekend.
- e. The Series maintains the right to alter minimum weights as it deems necessary to maintain fair competition.

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.
- b. Pinto motor specs shall be per the SCCA GCR 2010.

9. Fuel

Specified fuel will be designated for each track. The intent is to spec 93/94 octane unleaded pump gas at all events. At Canadian events Unleaded will be as available at Sunoco stations in Ontario.

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.

11. Penalties for causing session stoppages 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 session without permission from a Series official.
 - d. Those cars not required to report to impound may download data at will. Those sent to impound must not plug in until released from impound.

13. Head and Neck Restraints

Head and neck restraints are required to be used by all competing drivers during any official practice, qualifying, or race session.

14. Uniform Patches

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

 - a. F2000 Championship Series,
 - b. Hoosier Racing Tires and
 - c. SCCA Pro Racing.

15. Decals on Competing Cars

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

 - a. F2000 Championship Series,
 - b. Hoosier Racing Tires,
 - c. SCCA Pro Racing,
 - d. Cellmark Paper,
 - e. Pi Research,
 - f. Taylor Race Engineering,
 - g. Pennon Composites,
 - h. Racing Electronics,
 - i. ZAT Graphics and
 - j. and any others as specified by the Series.

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).

17. **The 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 2010 until the scheduled Series event has been held. The only exceptions are:

- a. Series organized test opportunities,
- b. SCCA scheduled Regional or National events and
- c. CASC events at Mosport.

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.