



Southwest Motorsports Rules & Regulations

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ORGANIZATION BASICS:

PURPOSE - To operate as an organization to encourage and foster the use and enjoyment of sports and racing cars.

VISION – To provide, within the State of New Mexico and adjacent areas, the opportunity for safe use of sports and racing cars in learning, competitive, and recreational activities at appropriate venues.

VALUES - While the activities mentioned above are expected to involve spirited, close, and skilled driving, participant safety and preservation of the physical integrity of participants' vehicles are of utmost concern.

“We have a class for all cars.”



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NON-COMPETITION RULES AND REGULATIONS

Note that a Technical Inspection, specific to non-competition vehicles must be performed and passed for each vehicle that addresses the requirements for both vehicle and driver described below. See the form titled "Technical Inspection for Students, HDPE, and Lunchtime Touring".

VEHICLE-OCCUPANTS' SAFETY REQUIREMENTS

Driver and vehicle occupant requirements for attire include:

Long-sleeved shirt or jacket,

Long pants,

Closed shoes with socks,

Helmet (automobile or motorcycle). Light-weight helmets such as for skateboarding or cycling are not acceptable.

For open-wheel cars, face shield, goggles, or shatter-proof glasses.

Driving gloves are recommended.

CAR SAFETY EQUIPMENT

Manufacturer three-point seat belts or better.

No loose objects in car or trunk.

Suspension and steering acceptable to Tech. Inspector.

CHASSIS, ENGINE, MOTOR, & BODY

Windshield and windows clean.

Minimum of 2 rear-view mirrors.

Brake lights working; pedal height adequate.

Exhaust system and body panels securely attached.

Battery secure.

Brake fluid between minimum and maximum level.

GLASS headlights taped (optional).

TIRE REQUIREMENTS

Wheels, tires, lugs secure. Tires in good condition.

Hubcaps or wheel covers removed.



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COMPETITION RULES AND REGULATIONS

POLICY:

It is our policy for cars to be maintained and/or restored to the configuration as they were raced in the year of manufacture. The only modifications, which are acceptable, are those required in the interest of safety or as noted in the SCCA General Competition Rule & Specifications.

VEHICLE CLASSIFICATION:

Car classification are based upon the SCCA General Competition Rules & Specifications. Pre-`72 vintage cars will comply with the `72 General Competition Rules & Specifications. The eligibility committee will rule on cars that fail to comply with the SCCA General Competition Rules & Regulations. Run groups are approved by the Chief Steward based on safety and speed differentials.

Note that a Technical Inspection must be performed and passed for each competition vehicle that addresses the requirements for both vehicle and driver described below. See the form titled "Pre-Tech and Technical Inspection" for specifics.

DRIVERS SAFETY REQUIREMENTS:

Automobile racing helmet showing a current Snell Foundation certification sticker or a sticker for the last previous five year period. At any point in time, "current" stickers show a year-date no more than five years in the past. For example, in year, say, 2023 a helmet sticker showing "SA2020" is current. Also, a helmet showing an "SA2015" sticker would be permissible within SWMS.

Motorcycle helmets (identifiable by Snell stickers in the format of letter "M" followed by a four-digit year date) are NOT acceptable.

Full-face helmets are very strongly recommended.



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DRIVERS SAFETY REQUIREMENTS, CONTINUED:

Head and Neck Restraint Systems meeting standard SFI 38.1 showing a certification date no more than five years from last certification are required

Goggles or a face shield are required for use in open race cars.

An approved driving suit—single-layer fire-rated suit and fire-rated underwear or double-layer fire-rated suit, along with fire-rated socks, is required.

Leather or fire-rated driving gloves and shoes.

RACE CAR SAFETY EQUIPMENT:

Roll Bar: Roll bars are recommended but not required on vintage production sedans or showroom stock sedans. Roll bars are required on all other vehicles and must be higher than the driver's helmet when seated in the car. Roll bars must meet current SCCA, GCR or FIA specifications. The Roll bar/Roll cage may not attach to the chassis at more than 6 points and may not attach to the suspension pick up points.

Fuel Cell: Fuel cells are recommended but not required on vintage production and showroom stock cars. Fuel cells are required on all other cars. Fuel cells must be double containment type.

Seat Belts/harness: A minimum of 5 point racing type seat belt, shoulder harness and submarine strap is required. Minimum width is 3 inches for the seat belt and 2 inches for the shoulder harness. Arm restraints are required on cars without window nets.

Seat belts/harness must meet SFI 16.1 or FIA 8853 certification requirements as indicated by an attached label. SFI seat belts are acceptable for 2 years from date of manufacture. FIA seat belts are acceptable, if undamaged, until their labeled date of expiration, nominally 5 years after manufacture.

Seat belts/harness must meet manufacturer's recommended installation.



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RACE CAR SAFETY EQUIPMENT, CONTINUED:

Seat belt condition to be approved by the technical inspector.

Externally accessible Battery Cut-off Switches are required. The battery must be solidly mounted with the power terminal covered. The cut-off switch location must have the universal blue triangle decal.

An on-board Fire Suppression System is highly recommended.

Fire Extinguisher: A minimum of a 2 pound BC approved fire extinguisher is required. An on-board system is strongly recommended. All extinguishers must be securely mounted within reach of the driver.

There must be a solid firewall between the cockpit, engine and fuel tank.

All cars, except Formula Cars, must have at least one working brake light.

All radiator overflow and engine venting systems must be routed to a catch can or overflow reservoir. Fluid loss of any kind is not permitted. Radiator catch cans must be 32 oz. Minimum.

Each car must have at least two usable rear view mirrors.

Steering and suspension may not have any excessive wear or play.

All cars must be presented in a neat and finished condition. Cars in primer or with obvious body damage will not be permitted to participate.

Fuel system must be provided with one-way venting.

Car numbers will be issued by the Chief of Eligibility and must be displayed on each side of the car in numerals 8 inch-high minimum. Car class letters are to be 5 inch-high minimum.

Advertising is to be minimal and tasteful.



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CHASSIS, ENGINE, MOTOR, & BODY:

Refer to the SCCA General Competition Rules and Specifications.

TIRES:

Vintage Production Cars and all other Production Cars:
Any treaded tire DOT speed rated "H" or faster.

Formula Cars, Sports Racers and Purpose-Built Race Cars:
Any "Race" tire.

CAR LOG BOOK:

All cars must have a SouthWest MotorSport logbook or a logbook accepted by the Technical Inspector.

Car logbooks are issued by Chief of Eligibility at a cost of \$10.00; application required.

NOTICE:

As a condition of entry acceptance by SouthWest MotorSport, entrants must certify that they have read these Rules and their entry complies with these Rules. SouthWest MotorSport reserves the right to interpret, modify or create rules at its discretion.

LICENSING PROCESS:

SouthWest MotorSport, like other race organizations, has a rigorous licensing process. For the safety of all of its members, all SouthWest MotorSport competition drivers must have a current SouthWest MotorSport Competition License, student logbook, or a Vintage Motorsport Council (VMC)-affiliated license to participate in our race events.



Southwest Motorsports Rules & Regulations

LICENSING PROCESS, CONTINUED:

To gain a competition license, a current medical examination form must be on file with the club. The Chief Competition Driving Instructor is responsible for conducting SouthWest MotorSport Driver's Schools and 'signing off' on full completion for a SouthWest MotorSport license.

A driver without a competition license must complete the SWMS competition driving training (or a similar course from a commercial high-performance driving school, e.g., Bondurant, Skip Barber, etc.) and two full race group weekends are then required with clean driving. License is then approved by the Race Stewart.

DRIVER'S LICENSE:

All entrants must have a valid driving license issued by their resident state. To obtain a competition license, a driver must submit an application to the Licensing Registrar and complete all the necessary requirements. These requirements are that a new driver must successfully complete a SouthWest MotorSport or other approved competition driving school and participate in at least two weekend SWMS events under the supervision and observation of an assigned driving instructor. The successful completion of an approved driving school may serve as a substitute for our school, but observation is still required. At the discretion of the Chief Competition Driving Instructor, driver's school is required for previously licensed drivers who have not driven in the last 24 months.

DRIVER'S LOGBOOK:

Driver's logbooks and competition licenses are issued by Licensing Registrar at a cost of \$10.00 each.



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PENALTY SYSTEM:

13/13 Rule:

All participants are subject to the 13/13 rule which states: "If you are involved in an accident, you may be asked to leave the current event and have imposed a 13 month period of driving probation. Also if you accumulate 13 driving infraction points in a 12 month period, your driving privileges will be suspended for 13 months.

INCIDENTS:

If an incident does happen, driver(s) must report to the Steward. The "at fault" driver depending upon his/her past history may receive a probation and/or suspension per the 13/13 Rule. The Race Steward shall complete a report on each incident and give that report along with all Corner Worker's Reports and Driver's Statements to the Chief Steward or his/her Assistant at the end of each race day. Any damage to cars must be recorded in the car logbooks on the day of the incident.

POINTS:

A driver who displays an over-aggressive driving style and does not correct his/her driving or is 'at fault' in an incident, may receive driving infraction points. If a driver is involved in an incident while on probation, he/she may, at the discretion of the Stewards Committee, have his/her driving license suspended.

SUSPENSION:

A driver who is involved in a serious incident, an incident while under probation or displays a driving style or attitude that is not in the "vintage spirit" may, at the discretion of the Stewards Committee, be suspended from driving for a period of up to thirteen months. All driving suspensions will be reported to Vintage Motorsports Council (VMC).



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APPEALS:

A driver may appeal any penalty he/she receives to the Steward's Committee and then if necessary may appeal to the SouthWest MotorSport Board. If an 'at fault' driver had a mechanical failure, that failure must be shown to the Technical Inspector before the race car leaves the event ("event" in this case refers to a weekend of track activities, not an individual racing session). All appeals must be made to the Steward's Committee within fourteen days from the time a driver receives his/her penalty. The final ruling of the Steward's Committee may be appealed to the SouthWest MotorSport executive Board. All decisions of the Board are final.

RACE EVENT CONDUCT REGULATION:

Entrants, drivers, and participants at an event shall conduct themselves according to the highest standards of behavior and sportsmanship, particularly in relationship to other competitors, officials and track management. Conduct will be in a manner that shall not be detrimental to the reputation of SWMS or to the sport of vintage racing. Failure to do so may result in a penalty.

THE FLAGS AND THEIR MEANINGS:

Green Waved: The race is under way at the instant the green flag is waved. This flag is displayed by the Starter only.

Green Motionless: Indicates that the course is clear.

Yellow Motionless: Take care, danger, slow down, no passing from the flag until past the incident. Note: At Sandia Motor Speedway, a yellow flag indicates: Slow down until you are BOTH past the incident AND you can see that the next manned flag station is clear.

Yellow Waved: Great danger, slow down, be prepared to stop. No passing from the flag until past the incident. (See above)



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THE FLAGS AND THEIR MEANINGS, CONTINUED:

Red: Should the Chief Steward decide to stop the race, he/she will have a red flag displayed at the Start/Finish Line; simultaneously, each flag station around the course will display a waving red flag. The red flags will inform all drivers that they must stop racing immediately and must pull over out of the racing line and proceed only when directed by a corner marshal, exercising extreme caution. The RACE HAS BEEN STOPPED!

Blue with Diagonal Yellow Stripe Motionless: Another competitor is following you very closely. Check your mirrors.

Blue with Diagonal Yellow Stripe Waved: A faster competitor is trying to overtake you. Check your mirrors.

Yellow with Vertical Red Stripes: Take care. Track conditions have changed. Oil may have been spilled, a slippery condition exists, or debris may be present on the course ahead.

White: An ambulance, service vehicle or slow moving (e.g. mechanical trouble) race car is ahead on the circuit. Take care. Pass only with care.

Black: Complete the lap you are now on. Then stop for consultation in the hot pits with the Chief Steward or other officials.

Furled Black: "WARNING" – You are driving in an unsafe or improper manner – if continued, you will be given the black flag. Displayed by the starter only. Driver acknowledgement required.

Black with Orange in Center: There is something mechanically wrong with your car. Proceed to the hot pits at reduced speed.

Checkered: The race is over! Complete one cool down lap before entering the pit.