



2025 SERIES RULES & GUIDELINES

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Purpose of the Super Lap Series

The FARA Super Lap Series (SLS) was created to offer a fun, competitive, and safe platform for advanced High-Performance Driver Education (HPDE) participants to take their skills to the next level. The core focus is on fostering an environment where friendly competition thrives, and personal bests are celebrated, while maintaining an unwavering commitment to safety. By combining timed competition with the spirit of camaraderie, SLS aims to bridge the gap between track days and professional racing, giving participants the opportunity to experience the thrill of competitive motorsport.

Philosophy and Guiding Principles

The Super Lap Series (SLS) is built on the foundation of using modified street-legal vehicles for competitive driving. The series emphasizes safety, fairness, and a level playing field, while retaining the essence of a true street car that can be driven on public roads.

- **Street-Legal Compliance:** All competing vehicles must meet street-legal requirements, including valid registration, insurance, and retaining essential features like OEM windows. If it can be legally and safely driven to the grocery store in the rain, it's likely SLS-eligible.
- **Safety First:** Compliance with all safety regulations is mandatory. Any action or modification compromising safety is strictly prohibited.
- **Competition Integrity:** SLS values skill and sportsmanship over aggressive modifications. Any unfair advantages are discouraged, and rules are applied consistently.
- **Accessibility:** The series is designed to make motorsport competition accessible without the need for a dedicated track car, providing an entry point to competition without excessive costs.

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1. General Rules and Eligibility

The Super Lap Series (SLS) follows strict guidelines to ensure a safe and competitive environment. These rules define the basic requirements for driver participation, vehicle eligibility, and safety standards. To compete in the Super Lap Series (SLS), drivers must meet certain licensing and experience requirements. These rules ensure that participants have the necessary track experience and safety awareness to compete effectively and responsibly.

a1. Licensing Requirements

ALL SLS competitors must be approved by the SLS director prior to competition. All drivers must hold a valid **FARA SLS competition license** or **SLS provisional license** before competing. Here's how to acquire one:

- Drivers must meet the HPDE experience outlined in section a2 and undergo evaluation as needed (see a3).
- Approved drivers will be issued a **provisional SLS license** for their first event.
- If the driver completes the event without any track incidents, such as "offs," spins, or other safety concerns, they will be granted a **full SLS competition license** for subsequent events.
- All drivers must pay a **\$50 fee** for their SLS license—whether provisional or full—prior to competing.
- The SLS competition license is valid for 1 year.

a2. Advanced HPDE Experience

Drivers must have completed at least **30 track days** or have equivalent **HPDE** or racing experience to compete in the SLS. This experience ensures that participants have the skills necessary to handle the track environment safely.

a3. SLS Evaluation

First-time competitors may be required to complete an evaluation session to confirm readiness for competition. Drivers with valid competition or TT/Time Attack licenses from other sanctioning bodies may have the evaluation waived. If approved, they will be issued a **provisional license**, as outlined in section a1.

The “6%” Rule

To maintain competitive integrity, all SLS drivers must run within **6%** of the fastest lap time in their class on the same competition day. For example, if the fastest SL2 driver runs a **2:24**, the slowest eligible lap time in that class must not exceed **2:33** (rounded).

This rule applies to **all classes** and is evaluated based on **same-day lap times**—not historical data.

- **New SLS Applicants** must submit in-car video footage of their best lap prior to their first event. If their lap time exceeds the 6% threshold, they may be asked to remain in the **HPDE Advanced Group**.
- **If no video is provided**, applicants may be granted a **provisional license**, but the 6% Rule will be strictly enforced during their first event.
- **Existing SLS Drivers** who repeatedly exceed the 6% margin may be asked to move back to the Advanced Group until their pace improves.

a4. Age Requirement

All drivers must be at least **16 years old** and hold a valid driver’s license. Exceptions may be made for underage drivers with significant track or karting experience, subject to approval.

b. Vehicle Eligibility

The Super Lap Series (SLS) is specifically designed for **modified street-legal vehicles** that meet certain baseline criteria. All vehicles must be mass-produced, street-legal, and retain key factory elements to compete. As a simple rule of thumb, if you can legally, reasonably, and safely drive the car to the grocery store in the rain, it’s likely eligible for SLS competition. Below are the eligibility requirements:

b1. Mass-Produced Vehicles

Eligible vehicles must be **mass-produced** with at least **10,000 units** manufactured (at the model level). This rule ensures that only commonly available cars participate in the series, keeping the competition fair and relatable.

b2. Street-Legal Compliance

All competing vehicles must be **street-legal** and maintain their status as roadworthy. This includes:

- **Valid Registration:** Cars must have valid state registration plates attached.
- **Insurance:** Each vehicle must carry proof of insurance, just like any other road-going car.
- **OEM Windows:** The vehicle must retain all of its original equipment manufacturer (OEM) windows.

b3. Exclusions

The following vehicle types are **not eligible** to compete in SLS:

- **Open-Wheel Cars:** Any vehicle with open wheels is excluded from competition.
- **Full Roll Cages:** Vehicles with full roll cages are not permitted, as this series focuses on modified street cars, not full-blown race cars.

b4. Vehicle Appearance

All vehicles must meet the 20/20 Rule:

- The car must look good from 20 feet away and at 20 mph.
- Vehicles cannot have missing body panels, unpainted or primed panels, or mismatched colors unless the design is intentional (e.g., a wrap).
- Cars must be well-maintained and present a professional appearance.

b5. Car Numbers - All SLS cars must clearly display large car numbers on both sides of the vehicle. Car numbers must be at least 7 inches tall and in a contrasting color to the car, ensuring they are easily identified by corner workers and event marshals.

b6. Series and Sponsor Decals

All competing vehicles must have the following decals attached, which will be provided for free at all events:

- (2) FARA decals: These must be placed on the vehicle as designated by the organizers, otherwise, placement is up to the driver.

- (2) SLS Class designation decals: Displayed on the vehicle to clearly show the class in which the car is competing. The first set of SLS class designation decals is provided for free; any additional sets are \$10 each.
- (1) SLS sponsor windshield banner: Required for the season finale event.
- Major FARA sponsor decals: These decals must be prominently displayed as required by event sponsors.
- Contingency prizes sponsors decals: If a driver is competing for contingency prizes, the relevant sponsor decals must also be applied as per sponsorship agreements.

2. Competition Classes

Cars in the Super Lap Series (SLS) are classified according to their performance potential, which is determined through the **SLS Class Calculator**. The calculator uses a **power-to-weight ratio** as the baseline, with additional points assigned based on vehicle modifications that impact performance. This ensures fair and competitive classing for all participants.

a. Classing System

The classes for the 2025 season are as follows:

- **SL5 (0-7 points):** Typically a high power:weight ratio and minimal performance changes. SL5 has a WHP restriction of <200 WHP.
- **SL4 (8-14 points):** Slightly modified vehicles with moderate performance enhancements.
- **SL3 (15-21 points):** Medium power:weight ratio cars with notable power or handling improvements.
- **SL2 (22-28 points):** High-performance street cars with significant modifications.
- **SL1 (29-35 points):** Near race-ready cars with extensive modifications, but still street-legal.
- **SLU (36+ points): Unlimited Class.** Cars with low power:weight ratio and/or maximum performance modifications, pushing the limits of street-legal regulations.

b. Power-to-Weight Ratio as Baseline

The power-to-weight ratio is the foundation of the class calculator. This ensures that vehicles are classified fairly based on their relative performance, accounting for both the power output and the weight of the vehicle.

c. Modification Points System

Modifications such as suspension upgrades, aerodynamic enhancements, and tire compounds will all accrue points. The more significant the modification's impact on performance, the more points it will add to the vehicle's classification.

3. Class Calculator and Mod Points

a. The **SLS Class Calculator** is designed to classify vehicles based on their **power-to-weight ratio**, providing a fair and balanced competition, utilizing an SAE dynamometer. The power-to-weight ratio is calculated using the following formula:

$$\left(\frac{\text{Vehicle Weight}}{\text{Wheel Horsepower}} \right) + \left(\frac{\text{Vehicle Weight}}{\text{Wheel Torque}} \div 2 \right) = \text{Power-to-Weight Ratio (P:W Ratio)}$$

- **Vehicle Weight:** The total weight of the car, including the driver and fuel, in pounds.
- **Wheel Horsepower:** The amount of power reaching the wheels, measured at the wheels.
- **Wheel Torque:** The torque output at the wheels, in pound-feet (lb-ft).

If this looks complicated, don't worry! All you have to do is enter your vehicle's information into the SLS Class Calculator, and it will automatically compute your car's power-to-weight ratio and assign the appropriate class. From there, points will be added based on the modifications your car has, and the calculator will handle the rest.

b. The **SLS Class Calculator** automatically adds points to the baseline power-to-weight ratio score, allowing drivers to see how their modifications influence their final classification. This scale ensures that cars are grouped fairly, balancing both power and enhancements for competitive equality. OEM parts are also calculated as mod points.

P:W Ratio*	Points	P:W Ratio*	Points
24 or More	0	16-16.49	14
22.5-23.99	1	15.5-15.99	15
22-22.49	2	15-15.49	16
21.5-21.99	3	14.5-14.99	17
21-21.49	4	14-14.49	18
20.5-20.99	5	13.5-13.99	19
20-20.49	6	13-13.49	20
19.5-19.99	7	12.5-12.99	21
19-19.49	8	12-12.49	22
18.5-18.99	9	11.5-11.99	24
18-18.49	10	11-11.49	26
17.5-17.99	11	10.5-10.99	28
17-17.49	12	10-10.49	30
16.5-16.99	13	9.99 or Less	34

Tire Treadwear	Points	Tire Width	Points	Front Splitter	Points	Rear Aero Area in sq in	Points	Coilovers	Points
300 or More	0	225 or Less	0	None	0	<150 sq in	0	None	0
200-299	3	235-245	1	Less Than 2"	1	150-249	1	One-Way	1
100-199	6	255-265	2	2-4"	2	250-499	2	Multi-Way	2
Under 100	9	275-285	3	Over 4"	3	500--699	3		
		295-305	4			700+	4		
		315-325	5						
		335 or More	6						

Brakes	Points	Transmission	Points	Gearing	Points
OEM	0	MT	0	OEM	0
Other	1	AT/DCT/PDK	1	Other	3

Explanation of Modifications

Rear Aero

To measure the rear aerodynamic device (spoiler, wing, etc.), the formula used is:

- **Length x Width = Area in square inches.**
This measurement will determine the aero points added to the car's class calculation.

Coilovers

- **One-way adjustable or non-adjustable coilovers:** These types of coilovers will add **1 point** to the vehicle's modification score. Multi-way adjustable coilovers are assessed higher based on their performance impact.

Brakes

- **OEM Brakes:** Factory brakes (calipers and/or rotors) that were available on the same model but a different trim level do **not** count as a point modifier.

- **Non-OEM or Big Brake Kits (BBK):** Any non-OEM brakes or aftermarket BBK systems will add **+1 point** to the vehicle's modification score.

Gearing

- **Differential Modifications:** Any internal or external modifications to the differential, even if the differential came stock on the specific car model, will add **+3 points**. This includes gearing changes, limited-slip upgrades, or any other differential modifications.

4. Vehicle Modifications and Limitations

All modifications made to vehicles in the Super Lap Series (SLS) must adhere to the series' philosophy of maintaining **street-legal** status. Any modification that compromises the car's ability to be legally driven on public roads will render the vehicle ineligible for competition.

a. Street-Legal Compliance

All modifications must retain the vehicle's **street-legal** status. This means the car must remain registered, insured, and roadworthy in accordance with state laws. Any modification that renders the car illegal for street use is strictly prohibited.

b. Detuning

- **Detuning is strictly prohibited** in all SLS classes. Cars may be tuned for more power, but they cannot be tuned to produce less power than they were originally designed for from the factory.
- Modifications intended to **change the power band** to reduce peak output are also not allowed. All tuning must maintain or increase the car's factory power specifications.

c. Modification Reporting

Drivers must report any modifications made after the vehicle's initial classing. A new **SLS Class Calculator form** must be submitted whenever performance-enhancing modifications are added, ensuring the car remains accurately classified.

d. Aero Modifications

- **Rear Aero:** Any rear aerodynamic device must not extend beyond the **widest part of the car**, excluding the mirrors. This ensures the vehicle maintains its roadgoing appearance and complies with the spirit of the series.
- **Front Aero:** Aero devices must be designed in a way that does not compromise the vehicle's safety or street legality. Excessive or overly aggressive modifications may be disallowed.

e. Vehicle Appearance

All vehicles must retain the appearance or semblance of a **street car**. Cars with extreme visual modifications that deviate from a standard street car's look may be subject to reclassification or

disqualification.

f. Tires

- Tires must be in **good condition**, with no visible damage, cracks, or sidewall bulges, and must not be older than 4 years from the manufacturer's date.
- Tires must not contain **patches or plugs**.
- **Treadwear Requirements:** Tires must meet the minimum treadwear rating as outlined in the specific class regulations (detailed in the Class Calculator).

5. Safety Requirements

Safety is a priority in the Super Lap Series (SLS), with certain precautions highly recommended but not mandatory unless specified. Drivers are encouraged to prioritize their safety and that of others on track.

a. Factory Structure Integrity

The **factory structure** of the vehicle must remain **intact and unmodified** to ensure the vehicle's street-legal status and crashworthiness:

- **Crash Bars:** All factory support beams and crash bars, including those inside the doors, must remain in place and unmodified.
- **Chassis Modifications:** Any structural changes that affect the factory crash protection are prohibited.

b. Roll Bars and Roll Cages

- **Roll Bars:** Roll bars are allowed and highly recommended for additional protection, especially in higher classes.
- **Full Roll Cages:** Full roll cages are not allowed, as they compromise the street-legal integrity of the vehicle.

c. Head and Neck Restraint Systems (HANS)

Head and Neck Restraint Systems (HANS) are now REQUIRED for all SLS drivers. For drivers with factory seats and 3-point belts: The Simpson Hybrid S model is currently the only frontal head restraint proven effective for 3-point harnesses, and it's also FIA and SFI approved. Both the HANS and the Simpson Hybrid S are allowed for SLS.

d. Fire Suppression Systems

A **fire suppression system** is recommended but not mandatory. Drivers may install one based on personal preference and vehicle setup.

e. Harnesses and Seat Belts

- **Factory 3-Point Seat Belts:** OEM 3-point seat belts are acceptable for use in SLS.

- **Racing/Bucket Seats:** If a driver is using aftermarket **racing seats** or **bucket seats**, factory 3-point seat belts are not permitted unless the seat came from the factory with that configuration.
 - For all non-OEM racing or bucket seats, **proper racing harnesses** must be installed to ensure the driver is securely fastened.
 - Harnesses must be in good condition, with no tears, signs of excessive wear, or damage. They must be safely secured to ensure the driver's safety during competition.

f. Helmet Requirements

- Helmets have a Snell SA certification of 2015 or newer.
- **Motorcycle helmets** are prohibited.
- Helmets will be checked during tech inspection.

g. Driver Attire

- **Race Suits:** Recommended but not required.
- **Clothing:** Long pants are required, but short-sleeved T-shirts are acceptable. Clothing must be made of cotton or another non-flammable material to ensure safety on track.
- **Driving Gloves:** Recommended for enhanced control and safety but not mandatory.
- **Footwear:** **Closed-toe shoes** are mandatory. Sandals or open-toe shoes are not allowed on track.

6. Timing and Scoring

The Super Lap Series (SLS) operates a clear and consistent timing and scoring system, where each day is treated as a separate competition. Drivers accumulate points based on their finishing position each day, contributing to their overall season standings.

a. Daily Competition Format

- Each competition weekend typically consists of **two competition days** (Saturday and Sunday). Each day is treated as an independent competition, with drivers earning points for both days.
- Points accrued each day count toward the driver's **overall season standings**, allowing drivers to maximize their season point totals by competing on both days.

b. Timed Sessions

- The first **three sessions** of each competition day are timed unless otherwise noted on the event schedule.
- Each driver's **fastest lap** from any of these three timed sessions is recorded as their official lap time for that day.

c. Fastest Lap Scoring

- The **fastest individual lap** from the three timed sessions is used to determine each driver's ranking for the day.
- Only the single best lap from all three sessions will count toward determining the daily results.

d. Points Per Finish

Points are awarded based on a driver's finishing position for the day. The following points system applies:

- **1st place:** 25 points
- **2nd place:** 21 points
- **3rd place:** 18 points
- **4th place:** 17 points
- **5th place:** 16 points
- **6th place:** 15 points
- **7th place:** 14 points

- **8th place:** 13 points
- **9th place:** 12 points
- **10th place:** 11 points
- **11th place and lower:** Points decrease by 1 for each position down to a minimum of **1 point**.
- **In the event that a class only has a single driver competing, that driver will be awarded half the max points (13).**

e. Ties

In the event of a tie, where two or more drivers achieve the same fastest lap time, the following tie-breaking criteria will apply:

1. The second fastest lap time from the same day will be used to break the tie.
2. If a tie still remains, the fastest lap from the previous competition day (if applicable) will be used.

f. Transponders

- All cars must be equipped with a **TR2 Transponder** (or compatible transponder) with an active subscription to ensure accurate lap timing. Failure to have a working transponder will result in disqualification from that day's competition.

g. Session Timing Format

- Each timed session will typically be **15 to 25 minutes long**, allowing drivers sufficient time to set their fastest lap.
- Lap timing begins and ends at the start/finish line, with each lap automatically recorded as the driver crosses the line.

7. Protests and Appeals

The Super Lap Series (SLS) offers a simple and transparent process for drivers to file protests or appeals regarding results or disqualifications (DQs). The goal is to ensure fair competition while minimizing unnecessary complications. All decisions made by the event officials are final unless formally appealed through the following process.

a. Grounds for Disqualification (DQ)

Drivers may be disqualified (DQ'd) from a session for the following infractions:

- Exceeding Track Limits: Two or more wheels off the racing surface or on the grass constitutes a DQ for that session.
- Loss of Vehicle Control: A spin, loss of control, or tank slapper (an event where the driver nearly loses control) results in a DQ for that session.
- Missed Debrief/Download Meetings: Failing to attend the mandatory post-session download or debrief meetings, as directed by the SLS director, may result in disqualification for that session. Exceptions are made for instructors who have a student directly following a timed SLS session.
- Technical Infractions: Failing to meet vehicle technical requirements (such as missing or improper transponders) can also lead to a session DQ.

Note: A disqualification (DQ) from a session only impacts that specific session, not the entire day.

b. Protest Process

If a driver believes a decision (such as a DQ or timing error) was incorrect, they may file a protest with the event officials. The process is as follows:

- Submission: The protest must be submitted in writing (via text or email) to the SLS director within 30 minutes of the session's conclusion. Protests should clearly state the grounds for the dispute.
- Review: The protest will be reviewed by the event officials, who will evaluate all relevant evidence, including timing records, video footage (if available), and witness statements.
- Decision: Event officials will render a decision within 60 minutes of the protest being submitted. The decision will be final unless formally appealed.

c. Appeals Process

If a driver wishes to appeal the protest decision, they may do so through the following process:

- **Appeal Submission:** Appeals must be submitted in writing to the SLS director within 72 hours of the initial protest decision.
- **Appeal Review:** Appeals will be reviewed by the SLS director and, if necessary, a panel of senior officials. All evidence will be re-examined to ensure fairness.
- **Final Decision:** A final decision will be made within 10 days of the appeal being submitted. This decision is final and cannot be contested further.

d. Additional Grounds for DQ

Drivers may also be disqualified for the following:

- **Dangerous or Unsportsmanlike Conduct:** Any behavior deemed reckless, overly aggressive, or unsportsmanlike may result in a session DQ or, in extreme cases, disqualification from the entire event.
- **Failure to Follow Instructions:** Ignoring event official instructions or repeated violations of event rules may result in penalties, including session or event DQs.

e. Protesting Another Driver

We encourage all competitors to handle concerns **professionally and respectfully**.

- **Public Complaints:** Calling out other drivers publicly is strongly discouraged. If you believe someone is circumventing the rules - whether through inaccurate power claims, illegal modifications, or any other technical infraction - please bring it privately to the attention of the **SLS Director or Tech team**.
- **Protests:** Any formal protest regarding another competitor's car (e.g., horsepower, torque, weight, tires, aero, or other modifications) must be submitted within **48 hours after the last competition day** of the event.
- **Resolution Process:** If a protest is accepted, the protested driver will be notified and given **two options**:

Option 1 – Verification Pending

- The driver's results for the event will be **temporarily disqualified** pending verification.
- The driver will have **14 days** to provide documentation (e.g., dyno sheet, weight slip, tire spec, etc.) to verify the contested specs.

- Documentation must include the driver's name, vehicle details, and the date, and reflect true values. WHP and torque figures may not fall below stock levels.

Option 2 – Voluntary Reclass

- The driver may choose to be moved to the **next appropriate class** based on widely accepted or verified specs.
- Their event results will be reclassified accordingly.
- If the driver does **not respond** or fails to provide valid documentation within 14 days, **Option 2 is forfeited**, and the results will remain disqualified.
- **False Protests:** Repeated false or bad-faith protests, or consistent disruptive behavior, may result in penalties—ranging from loss of points to disqualification from the series.

Our goal is to maintain a **clean, fair, and competitive environment**—one that rewards both performance and integrity, without unnecessary drama or complaints.

f. SLS Chat Behavior

Driver Conduct: We have a private WhatsApp chat for SLS competitors. Drivers who don't behave or act courteously will be removed from the chat. The SLS chat is a privilege, not a right. We expect drivers to be courteous and professional on and off the track.

8. Event Format

The Super Lap Series (SLS) follows a structured format to ensure fair competition and smooth operations. While the format may be adjusted based on the specific track or event, it generally follows the guidelines below.

a. Timed Sessions

Each competition day consists of three timed sessions.

- Sessions typically last between 15 and 25 minutes, though the duration may vary depending on the track layout or event schedule.
- There is no dedicated warm-up session; all sessions are timed unless otherwise specified on the event schedule.
- Drivers aiming for warm-up or practice laps are encouraged to participate in practice sessions, typically offered by FARA on the Friday before the official competition.

b. Gridding and Run Groups

- Drivers are gridded according to their SLS class (SL1, SL2, SL3, etc.). This ensures that vehicles of similar performance levels are grouped together to prevent faster cars from being impeded by slower cars.
- If no specific grid order is provided by the SLS director or event manager, drivers are encouraged to use a self-seeding approach, allowing faster drivers to grid ahead. This keeps the session flow smooth and ensures everyone gets a clean shot at setting their fastest lap.
- It is the driver's responsibility to grid themselves correctly to avoid traffic during the session.

c. First Lap Procedure

- The first lap of every session is always under a yellow flag, allowing drivers to settle into the session safely. If yellow flags are not shown on the track, drivers are to proceed under assumed yellow flag conditions during the first lap.
- The lead car will set the pace at approximately 80% speed during this yellow flag lap, giving drivers a chance to adjust to track conditions and properly warm up their tires.
- Drivers are encouraged to leave large gaps between themselves and the car in front during this lap, preventing bunching up when the session goes green.
- Scrubbing the tires or weaving back and forth is strictly prohibited.
- Non-Compliance: Drivers not following the outlined procedures during the first lap or at any time during competition may be subject to a session DQ or expulsion from the event, depending on the severity of the infraction.

d. Session Adjustments

- The number and duration of sessions may vary based on track conditions, weather, or event-specific factors. Any changes will be communicated by the SLS director or event staff.
- Drivers must follow any schedule changes and instructions provided by event officials.

e. On-Track Conduct

- Drivers must adhere to flag rules and follow instructions from the track marshals. Failure to do so will result in a DQ.
- Overtaking is not allowed during the yellow flag lap. Once the yellow flag is lifted, drivers may begin their hot laps.
- Safety and sportsmanship are expected from all participants. Failure to follow instructions, engage in dangerous driving, or disrespect fellow competitors may result in penalties or disqualification.

9. Points and Championship Structure

The Super Lap Series (SLS) rewards consistency and top performance throughout the season, with points accumulating from each competition day and contributing toward the driver's overall standings. At the end of the season, the top drivers in each class will be awarded.

a. Daily Points Accumulation

- Each day is treated as an independent competition day, and points are awarded based on drivers' performance.
- Points earned on each competition day count toward the driver's total for the season.
- The top three drivers in each class will be awarded at the end of the season based on their accumulated points.

b. Dropping Lowest Scores

Drivers are allowed to drop 20% of the total competition days from their season points total. This allows flexibility for missed events or suboptimal performance.

- For example, in 2025, with 22 total competition days, drivers can drop their lowest 4 days, whether due to absences or poor results.

c. Season Championship Eligibility

Drivers must attend at least 50% of the scheduled competition days to qualify for the season championship podium.

- In 2025, with 22 competition days, drivers must participate in at least 11 competition days to be eligible for the season championship.

d. Bonus Points and Season Finale

The season finale event offers additional incentives:

- Drivers will earn +50% bonus points for each competition day during the finale.
- Participation in the season finale will also count as an extra day of attendance toward the 50% requirement.
- In the case of fractional points, the points will be rounded using standard rounding.

e. Dyno Testing for Championship Contenders

To ensure fairness, all vehicles in contention for a championship podium finish will be required to have their wheel horsepower (WHP) and torque measured on an approved SAE corrected dyno at the end of the season, as well as have the vehicle weighed. Mustang dynos are not acceptable.

- **Dyno Testing at the Finale:** A dyno will be provided at the season finale for all championship contenders to measure their WHP and torque, to verify their P:W ratio. If a dyno is not available at the season finale, arrangements can be made by the SLS director for dyno measurements to be conducted by an approved operator prior to the event.
- **Mandatory for Podium Contenders:** Championship contenders must have their car's WHP and torque measured during the season finale. Failure to do so will result in disqualification from the season standings, unless prior arrangements are made in advance to have the WHP properly measured.
- **Verification of Class & DQs:** If a contender's car measures a WHP or torque higher than what was reported at the start of the season, and this increase moves the car into a higher SLS class, the car and driver will be disqualified for the season.
- **Replacement of Disqualified Drivers:** If a driver is disqualified due to P:W discrepancies, the next eligible driver in the standings will take their place on the podium.

f. Awards

At the end of the season, the top three drivers in each class will be recognized and awarded:

- Trophies for top placements.
- Championship belts for overall class champions.
- Discounts for future events or services.
- Contingency sponsor awards, which may include product discounts, special prizes, or other perks.

10. Technical Inspection

To ensure fair competition and compliance with Super Lap Series (SLS) regulations, all participating vehicles must undergo a technical inspection before each timed event. These inspections are designed to confirm that cars meet the necessary safety, performance, and street-legal requirements for their class. Additionally, ongoing checks are performed throughout the event to maintain integrity.

a. Pre-Event Technical Inspection

- **Mandatory Tech Inspection:** All SLS cars must pass a **technical inspection** before participating in any timed sessions. This inspection covers safety equipment, vehicle modifications, and compliance with class rules.
- **Reporting Modifications:** Any changes or modifications made to the car after its initial classing must be **submitted in writing** to the SLS director and declared during the tech inspection. Failure to declare modifications may result in penalties or disqualification.
- **Compliance Check:** The tech inspection will ensure that each car complies with the class restrictions and safety requirements, such as proper harnesses, tires, and safety equipment.

b. Random Weighing

- **Weighing Protocol:** SLS officials may randomly weigh cars before or after timed sessions to verify compliance with class-specific **Power to Weight ratios**. Drivers should be prepared for random checks during any event.
- **Weight Discrepancies:** Any discrepancies found during weighing that result in a car no longer fitting within its declared class may lead to penalties, reclassification, or disqualification.

c. Post-Session Scrutineering

- **Mandatory Download Briefing:** Following each timed session, a **download briefing** will be held where all SLS cars must be gathered for post-session **scrutineering**. This is a crucial part of the event, ensuring that no modifications or technical violations occurred during the session.
- **Visual Inspection:** During the post-session scrutineering, SLS officials may visually inspect vehicles for safety, modifications, or other technical aspects to ensure compliance with the rules.

- **Driver Attendance:** All SLS drivers are required to attend the post-session download briefing, unless other arrangements have been made in advance with the SLS director. Failure to attend may result in disqualification for that session.

d. Penalties for Non-Compliance

- Drivers or cars found in violation of SLS technical regulations during pre-event or post-event scrutineering may face penalties, which may include:
 - **Session Disqualification:** Disqualification from the current or previous session.
 - **Reclassification:** Moving the car into a higher class if it no longer complies with its current classification.
 - **Season Penalties:** Repeated violations may result in loss of championship points or disqualification from the season standings.

Closing Statement

The SLS rules and classing calculator have been meticulously designed to ensure fairness and a high level of competition. However, it is understood that no system can perfectly classify every car. There will always be exceptions—vehicles that may fall outside the standard parameters or rules. In such cases, the **SLS director** and officials hold the final authority on a car's classification, regardless of the calculator's output. For those rare outliers, the officials will exercise discretion to reclassify the car, ensuring that the decision remains consistent with the overall **spirit of fair competition**.