



THE CHALLENGE SERIES: NISSAN CHALLENGE

2021 Competition Rules

Revision 1.5

Release Date: May 7, 2021

Revision History

<i>Revision</i>	<i>Date of Release</i>	<i>Summary of Changes</i>
1.1	2017.01.07	Initial Release
1.2	2018.01.05	Class 3: Max TW for RWD Datsuns and FWD cars changed to +40TW Class 2: Added unlimited Max TW for RWD Datsuns and FWD cars
1.3	2019.01.10	Class 2, 3, 4: Added A052 to excluded tires Points System: Updated to scaled point breakdown structure, best 6 or 8 rounds counted towards championship, clarified verbiage for sessions that qualify for points
1.4	2019.01.31	Class 2: 40+ TW allowed for NA and T28 or smaller turbo cars Unlimited class added Points System: Updated minimum number of points available
1.5	2021.05.07	All classes: Added ballast penalty for excessive modifications, vehicles may be reclassified at any time Class 3, 4: Added clarifications for allowable chassis modifications and penalties Class 2,3,4: Updated tires not allowed

About The Challenge Series: Nissan Challenge

The Challenge Series: Nissan Challenge is an annual time trial series for all owners of Nissan, Infiniti, and Datsun automobiles. Intended for all skill levels, it provides a friendly atmosphere for drivers to compete.

General

- All safety rules denoted by HPDE host company and instructions from its chief steward must be followed 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.
- Qualified instructors are available for those who wish to learn to push their car further.

Tech

- It is the driver's responsibility to make sure their car is in good running order so that it is not a hazard to themselves, or anyone else at the track. Tech inspection rules of the hosting organization must be followed.
- Tech inspection is generally performed by the driver/owner of the vehicle at HPDE events, but some groups do require a more formal 3rd party inspection.
- There is generally a self tech form at registration, please check everything on the form.
- For questions on how to inspect a certain aspect of a vehicle, please seek an available staff member.
- If a vehicle becomes 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.

Safety

- Although safety upgrades are not required for HPDE events, it is strongly encouraged in all classes.
- The OEM safety systems in most modern cars are not designed to be partially replaced.
- Use of fixed back bucket seats, harness bars, and 4-point safety devices with ASM are safe for front impact, but not in roll over situations. Please consider safety as a complete system.
- Roll bars, cages, harnesses, seats, etc., should be installed by a professional.
- For more safety information, or for professional consultation, please contact an appropriate member of the staff.

Class Rules

All vehicles shall be scrutinized by staff members for classing upon its first event of the year. Vehicles are subject to scrutinization throughout the year without notice. **If any modifications are deemed excessive by staff per class rules, vehicles are subject to minimum 50lbs ballast penalty.** Cars may be reclassified at any time at the discretion of the staff. Based on review by staff, rules are subject to change at any time. **For any questions about classes and future modifications, please contact appropriate members of staff.**

CLASS 4: Intended for lower powered, naturally aspirated vehicle, ex: S-chassis, B-chassis, Z-chassis up to NA Z32.

Chassis

- No modifications to factory unibody/frame/chassis
 - May only be minimally modified for approved 6-point roll cage or rear over-fenders. Excessive modification subject to minimum 50lbs ballast penalty
- OEM front and rear impact beam must be retained or replaced with aftermarket bash bar of equivalent or heavier material
 - Ex: 240SX has steel impact beam so bash bar must be made of steel, not aluminum
- OEM sunroof may be removed and replaced with plug only (no openings on roof)
- Interior panels may be modified/removed (OEM dash and center console must remain intact and minimally modified) with the use of an approved 6-point roll cage, otherwise, only removal of interior from the B-pillar back allowed
 - Heater must be present and functional unless unit interferes with dash bar of approved 6-point roll cage
- Sound deadening and carpet may be removed
- No removal of factory glass
- Windshield wipers must be present and functional
- OEM headlights, taillights, and turn signals must be present and functional
- One piece wings allowed (No adjustable elements)
- No GT wings
- No chassis mounted splitter or diffuser
- Undertray must mount to factory locations, cannot extend past bumper and/or cross member, and no reinforcements/bracing allowed
- Aftermarket lips allowed, must not extend more than 3" past leading bottom edge of bumper
- No lightweight doors, trunks/hatches, or roofs.
- OEM door and door panels may be modified/removed only with the use of approved door bars on 6-point roll cage
 - Door internals must be minimally clearanced only to avoid intruding door bars. Excessive modification subject to minimum 50lbs ballast penalty
 - If door glass cannot be installed due to intruding door bar design, minimum 50lbs ballast penalty will be applied

Engine

- No VQ35 or larger engines allowed
- No stroking for L-Series motor
- No forced induction
- No Nitrous
- No E85/Leaded fuel
- No anti-lag or flat shifting systems allowed
- Engine replacements must be Nissan and must not exceed 6 cylinders

Drive-train

- Driveline configuration changes not allowed (Ex: FWD to RWD/AWD)
- Final drive modifications allowed
- Differential modifications allowed
- Clutch/flywheel modifications allowed
- Must use unmodified OEM transmission (may use OEM transmission from different Nissan vehicle in factory location, modifications restricted to bellhousing and shifter for fitment only)

Suspension

- Limit 2-way damper
- No modifications on pick up points
- Nissan only rear subframe swap allowed, additional bracing allowed, no modifications to pick up points allowed
 - Only subframes modified using existing kits available to the public to replicate S14 pick up points allowed (e.g. GKTech)

Tires

- 200+ Tread Wear (No RE71R, RIVAL S(2), or A052), 275 Width Max
- FWD and Datsun RWD: 200+ Tread Wear (No RE71R, RIVAL S(2), or A052), 275 Width Max or 100+ Tread Wear, 245 Width Max

CLASS 3: Intended for mid-level, naturally aspirated or stock turbo vehicles, Ex: Stock turbo SR powered S-chassis, Stock TT Z32, Z33+ chassis.

Chassis

- No modifications to factory unibody/frame/chassis
 - May only be minimally modified for approved 6-point roll cage or rear over-fenders. Excessive modification subject to minimum 50lbs ballast penalty
- OEM front and rear impact beam must be retained or replaced with aftermarket bash bar of equivalent or heavier material
 - Ex: Z33 has aluminum impact beam so bash bar must be made of aluminum or steel
 - OEM impact beam may be minimally trimmed for clearance if front mount intercooler used. Excessive modification subject to minimum 50lbs ballast penalty
- OEM sunroof may be removed and replaced with plug only (no openings on roof)
- Interior panels may be modified/removed (OEM dash and center console must remain intact and minimally modified) with the use of an approved 6-point roll cage, otherwise, only removal of interior from the B-pillar back allowed
 - Heater must be present and functional unless unit interferes with dash bar of approved 6-point roll cage
- Sound deadening and carpet may be removed
- No removal of factory glass
- Windshield wipers must be present and functional
- OEM headlights, taillights, and turn signals must be present and functional
- One piece wing allowed (No adjustable elements)
- No GT wings
- No chassis mounted splitter or diffuser
- Undertray must mount to factory locations, cannot extend past bumper and/or cross member, and no reinforcements/bracing allowed
- Aftermarket lips allowed, must not extend more than 3" past leading bottom edge of bumper
- No lightweight doors, trunks/hatches, or roofs.
- OEM door and door panels may be modified/removed only with the use of approved door bars on 6-point roll cage
 - Door internals must be minimally clearanced only to avoid intruding door bars. Excessive modification subject to minimum 50lbs ballast penalty
 - If door glass cannot be installed due to intruding door bar design, minimum 50lbs ballast penalty will be applied

Engine

- No aftermarket forced induction on 6 cylinder
- No turbo upgrades allowed on 6 cylinder
- OEM Nissan T28 max turbo size on 4 cylinder
- No nitrous
- No E85/Leaded fuel
- No anti-lag or flat shifting systems allowed
- Engine replacements must be Nissan and must not exceed 6 cylinders

Drive-train

- Driveline configuration changes not allowed (Ex: FWD to RWD/AWD)
- Final drive modifications allowed
- Differential modifications allowed
- Clutch/flywheel modifications allowed
- Must use unmodified OEM transmission (may use OEM transmission from different Nissan vehicle in factory location, modifications restricted to bellhousing and shifter for fitment only)

Suspension

- Limit 2-way damper
- No modifications to pick up points
- Nissan only rear subframe swap allowed, additional bracing allowed, no modifications to pick up points allowed
 - Only subframes modified using existing kits available to the public to replicate S14 pick up points allowed (e.g. GKTech)

Tires

- 200+ Tread Wear (No RE71R, RIVAL S(2), or A052), 285 Width Max
- FWD and NA Datsun RWD: 200+ Tread Wear (No RE71R, RIVAL S(2), or A052), 285 Width Max or 40+ Tread Wear, 255 Width Max

CLASS 2: Intended for more race oriented vehicles, allowing for aero modifications, high grip tires, and further engine modifications. Stock R35 (No Nismo/N-Attack models) and stock Q50/60 Red Sport models may compete in this class.

Chassis

- Chassis/frame must be OEM from front shock tower back
- Must have securely fastened dash or finishing panel (minimum 2 planes)
- Must retain OEM or equivalent glass windshield
- Rear windshield and quarter windows must be present (Securely fastened Lexan or block off panel allowed)
- Tail lights must be retained
- Front splitter can only extend to front cross member (No flatbottom, unless factory equipped)
- Front splitter and rear diffuser must not extend more than 5" past leading bottom edge of bumpers
- Lightweight doors only allowed with approved door bars on 6-point roll cage
- R35 only: No modifications

Engine

- No forced induction on 8 cylinder or higher engines
- GT28 or equivalent max turbo size on 4 cylinder
- GT25 or equivalent max turbo size on twin turbo 6 cylinder
- GT28 or equivalent max turbo size on single turbo 6 cylinder
- No E85/Leaded fuels
- No Nitrous
- No anti-lag or flat shifting systems allowed
- R35 only: No modifications

Drive-train

- Driveline configuration changes not allowed (Ex: FWD to RWD/AWD)
- Final drive modifications allowed
- Differential modifications allowed
- Clutch/flywheel modifications allowed
- Transmission case must be OEM
- R35 only: No modifications

Suspension

- Limit 3-way damper
- No modifications to pick up points
- Nissan only rear subframe swap allowed, additional bracing allowed, no modifications to pick up points allowed
 - Only subframes modified using existing kits available to the public to replicate S14 pick up points allowed (e.g. GKTech)
- R35 only: No modifications

Tires

- For NA and Nissan OEM T28 or smaller turbo cars: 40+ Tread Wear, No Width Max
- For Aftermarket FI 6 cylinder, GT25 or larger turbo, and V8: 200+ Tread Wear (No RE71R, RIVAL S(2), or A052), No Width Max
- FWD and NA Datsun RWD: No Tire Restrictions
- R35 only: 200+ Tread Wear (No RE71R, RIVAL S(2), or A052), 285 Width Max, unless running OEM Bridgestone Potenza RE070R RFT

Class 1: Intended for modified R35s and those that wish to compete against them within the limits of class.

Chassis

- Chassis/frame must be OEM from front shock tower back
- Must have securely fastened dash or finishing panel (minimum 2 planes)
- Must retain OEM or equivalent glass windshield
- Rear windshield and quarter windows must be present (Securely fastened Lexan or block off panel allowed)
- Tail lights must be retained
- No limit to front splitter or diffuser extension
- Lightweight doors only allowed with approved door bars on 6-point roll cage
- R35 only:
 - Must retain OEM radiator core support
 - Doors must remain unmodified OEM
 - No removal of factory glass
 - Removal of interior behind B-pillar allowed
 - Removal of door panels only allowed to accommodate door bars
 - OEM Dash, center console, carpet must remain

Engine

- Aftermarket forced induction allowed
- E85/Leaded fuels allowed
- No Nitrous

Drive-train

- Final drive modifications allowed
- Differential modifications allowed
- Clutch/flywheel modifications allowed
- Aftermarket Transmissions allowed

Suspension

- No modifications to pick up points
- Nissan only rear subframe swap allowed, additional bracing allowed, no modifications to pick up points allowed
 - Only subframes modified using existing kits available to the public to replicate S14 pick up points allowed (e.g. GKTech)

Tires

- No tire restrictions

Unlimited: Intended for track cars with minimal limitations.

Chassis

- Chassis/frame must be OEM between front firewall and rear shock tower
- Must have securely fastened dash or finishing panel (minimum 2 planes)
- Windshield must be present (OEM or equivalent glass or securely fastened Lexan allowed)
- Rear windshield and quarter windows must be present (Securely fastened Lexan or block off panel allowed)
- Tail lights must be retained
- No limit to front splitter or diffuser extension

Engine

- No engine restrictions

Drive-train

- Final drive modifications allowed
- Differential modifications allowed
- Clutch/flywheel modifications allowed
- Aftermarket Transmissions allowed

Suspension

- No suspension restrictions

Tires

- No tire restrictions

Points System

The number of points will follow a Fibonacci scale (1, 2, 3, 5, 8, 13). The driver with the best lap time in each class of each competition day will be awarded the maximum number of points. The maximum number of points available will be based on the number of competitors in each individual class for the round. Every subsequent place in that class will receive the next lowest point value. Please see below for points breakdown:

	Points per position								
# of Drivers	1st	2nd	3rd	4th	5th	6th	7th	8th	9th
1	5								
2	5	3							
3	5	3	2						
4	5	3	2	1					
5	8	5	3	2	1				
6	13	8	5	3	2	1			
7	13	8	5	3	2	1	1		
8	13	8	5	3	2	1	1	1	
9	13	8	5	3	2	1	1	1	1
10	13	8	5	3	2	1	1	1	1

To receive the minimum number of points, you must drive one complete timed lap at the event.

In the event of a tie for the day, next best time will determine the position. In the event of a tie for the championship, the most number of podiums will determine the position. If the most number of podiums are tied, the highest accumulations of total podium points will determine the position.

To be included in the championship, a competitor must participate in a minimum of three rounds, regardless of the number of points earned. Only a competitor's best 6 out of 8 rounds will be counted towards the championship.

Times must be through official timing from the host event using a transponder. The first four sessions of the day will count, regardless of if a competitor misses a session. Fifth and bonus sessions will not count. Competitors not using transponders will receive 1 participation point for the day and will be placed at the end of the standings for the day, regardless of time measured using other means. 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.

Committee

John Capati
Edgar Ferman
Vatche Soghomonian
Kenny Isa

Technical Advisor/Head Instructor

Steven Doherty