

FVR PREPARATION RULES

- A. Purpose and Philosophy - The FVR regional class is intended for racers of SCCA Formula Vee cars in the NER to have a TEST YEAR for the 2025 Season where participants can run alternative tires and wheels. Although having this class splits the NER Formula Vee racers into two separate classes, the opportunity is designed to provide an ability to test various tires on our tracks to identify the best option, or options, for the NEFV family and perhaps SCCA FV nationally. From the NER running this regional FVR class in 2024, it has been shown that the treaded radial tire does not have too significant a performance reduction compared with the FVS slick and the overall finishing order between FV and FVR were well mixed. As such, testing in support of tire development from companies like Hoosier is encouraged, since there is not expected to be a significant performance improvement from new candidate test tires. This FVR class is also designed to augment testing tires at test days so back-to-back comparisons can be made, and to give more racers the opportunity to test each offering. Running multiple tires will provide the ability to adequately make a choice for the best option.
1. The 2025 Season is considered a TEST YEAR.
 2. These rules expire 12/31/25 and will require further action to renew.
- B. FVR car Specification: Car must meet all current FV GCR specifications except the following:
1. American Racer FV slicks can be used and must be mounted on FV-legal wheels.
 2. Radial treaded tires can be used under the following restrictions:
 - a. Tire sizes: 165/50/15 (front only), 195/50/15 or 205/50/15 (front or rear).
 - b. Allowed tires includes, but is not limited to, the following:
 - Falken Azenis RT660 200
 - Nankang NS-2R, Nankang CR-S v2 200
 - Toyo Proxes R888 200
 - Yokohama Advan A052 195/50/R15 86V
 - Hoosier prototypes
 - c. Must be mounted on a 5.5x15" wheel with a 5x205 mm (VW wide 5) bolt spacing, weighing a minimum of 12.0 lbs with an offset in the range 3.75-4.25". For safety reasons, no machining or modifications are allowed on the wheels except to convert an EMPI 9747 to an EMPI 9747-D.
 - d. Combined tire/wheel weight must be 28.0 lbs or greater.
 - Note: If prototype test tires struggle to meet the 28.0 lb rule, we reserve the right to modify the rules, accordingly.
 - e. Maximum track: 53" front, 51" rear.
 - f. Minimum weight: 1075 lbs.