

The following is a summary of proposed rule changes made by the Club Racing Board. These items will be presented to the Board of Directors for approval. Comments, both for and against, should be sent to the Club Racing Board via e-mail at crb@scca.com.

GCR

Item 1. Effective 11/1/08: Change section 5.10.3.B.4 as follows:

The driver information shall include: driver's full name, hometown, state, region of record, car number, *and* car make and model, ~~and car year as required per GCR~~. It is required that the competition license number be included in the driver information.

(January 8 minutes, published February FasTrack, amended March 4 minutes, published April FasTrack)

Item 2. Effective 11/1/08: Delete section 5.5.4.D in its entirety.

~~D. Equipment~~

~~Each corner station should be equipped with at least the following:~~

- ~~1. Device for communicating immediately, privately, and without interference with the Central Control Station, other corner stations, and other stations as appropriate.~~
- ~~2. The following flags or signaling paddles: Yellow (2), yellow and red striped, white, blue with a yellow stripe, black, and red.~~
- ~~3. One dry chemical type fire extinguisher of at least 20 pound size although two (2) 10 pound extinguishers are recommended.~~
- ~~4. Pry bar of sufficient length (4-5 feet).~~
- ~~5. Broom (push type).~~
- ~~6. Oil/gasoline absorbent material.~~
- ~~7. Blanket or fire sheet.~~
- ~~8. Vest or arm band to distinguish the Corner Captains.~~
- ~~9. Pair of Day-Glo orange re-entry gloves.~~
- ~~10. 20-foot length of half-inch rope.~~
- ~~11. Flame/Heat resistant gloves.~~
- ~~12. Each black flag station shall additionally be equipped with black and mechanical black flags, plus a blackboard or other means of displaying simultaneously the affected car's number or the word "ALL."~~

(January 8 minutes, published February Fastrack)

Item 3. Effective 11/1/08: Change section 5.7 as follows:

5.7.1. Sound Control Chief

The Sound Control Chief shall be responsible for monitoring racing vehicles at sound-controlled events in accordance with the GCR ~~and the SCCA Sound Control Manual~~. Specifically, he or she shall:

- ~~A. Review or establish~~ *Ensure that the sound meter monitoring location equipment is located at an official certified site.*
- ~~B. Establish how~~ *Ensure that reading(s) shall be made in accordance with the GCR.*
- C. Advise the Chief Steward of the readings.
- D. Submit post-race reports to the Chairman of the SOM.
- E. Monitor weather and ambient conditions throughout the day.
- F. Perform field calibration *of the equipment* in accordance with the GCR ~~Sound Control Manual for sound meter, microphone, or other instruments.~~
- ~~G. Obtain~~ *Ensure that yearly calibration of the equipment has been performed by the from manufacturer or qualified a certified laboratory.*

5.7.2 General Procedures and Requirements

~~This Section shall establish SCCA test procedures, instrumentation, and environmental requirements for determination of race vehicle sound emissions.~~

Competitors carry sole responsibility to determine that their vehicles comply with Sound Control Regulations at each event. Mufflers may be required.

Sound Control will be in effect for all events. All cars will be monitored and readings will be posted for competitors' information. A driver registering a single sound level reading over 103dB *the maximum for the event* shall not be black flagged. If a driver is black flagged due to sound, the car shall not re-enter the course until corrective steps are taken.

5.7.3 Standards

The primary standard for SCCA Sound Control shall be a sound pressure level of 103db "A" frequency weighted (dba) measured on the fast response setting at 50 feet (+/- 2 feet) from the edge of the track pavement, and/or artificial markers indicating track edge. *Lower maximum levels may be imposed at specific venues or events. These lower levels shall be noted in the Supplemental Regulations.* ~~Numbers~~ All sound readings shall be truncated to the lower whole number. (Anything after the decimal point is ignored.)

5.7.4. Equipment

~~A. A sound level instrument (meter) which meets American National Standards Institute (ANSI) Specification S1.4-1971, Class 2, Type S2A or better, and provides the following features:~~

- ~~1. Demountable microphone~~
- ~~2. Fast response (not peak)~~
- ~~3. "A" frequency (scale) weighting~~
- ~~4. Max. (maximum) hold~~
- ~~5. General accessories shall include:~~
 - ~~a. Tripod~~
 - ~~b. Microphone cable for remote operation, fifty (50) foot minimum~~
 - ~~c. Operating Manual~~
 - ~~d. Infield calibrator~~

~~B. Weather (meteorological instruments to support sound readings):~~

- ~~1. Barometer, capable of reading 0.1 inches of mercury (recommended).~~
- ~~2. Thermometer, accurate to +/- 1 degree Fahrenheit (wet bulb thermometer recommended).~~

~~C. General equipment~~

- ~~1. Tape Measure, fifty (50) foot minimum~~

5.7.5. Measurements

~~The SCCA Sound Control criteria are a composite of Federal Standards and the Society of Automotive Engineers' specifications.~~

~~A. GENERAL~~

~~Proper location and use of all test instrumentation is essential to obtain valid measurements. Operating Manuals or other Manufacturer's literature should be referenced for both recommended operation and precautions to be observed.~~

~~B. TECHNIQUE~~

- ~~1. Acoustic calibration procedures should include extension cable influence.~~
- ~~2. Field calibration shall be done at least every four (4) hours while in the operating mode.~~
- ~~3. Weather conditions should be recorded every hour when conditions are unstable, or otherwise every two (2) hours.~~

5.7.6. Microphone Location

~~A. The microphone shall be:~~

- ~~1. 3.5 feet (minimum) above the ground surface.~~
- ~~2. 2.0 feet (minimum) above the level of the roadway.~~
- ~~3. No more than 6 feet above the level of the roadway.~~
- ~~4. Two hundred (200) feet or more away from any tunnel or overpass through which the target vehicle passes.~~

~~B. The microphone shall be mounted on a tripod, remote from the sound meter, using at least fifty (50) feet of cable.~~

~~C. Whenever possible it is recommended (but not mandatory) that the microphone shall be located on the outside of the track between race car and outside perimeter of the racing facility, aimed into infield areas.~~

(January 8 minutes, published February Fastrack)

Item 4. Effective 11/1/08: Change section 5.9.4.C.2 as follows:

Use at the track of ~~certification~~ *calibration weights, minimum 250 pounds totaling 100 pounds up to 250 pounds total as recommended by the scale manufacturer or minimum 250 pounds total if no recommendation is provided by the scale manufacturer* for individual wheel scales; ~~and~~ minimum 750 pounds total for platform scales. *Where applicable, the calibration recommendation by the scale manufacturer (e.g., a manual or letter from the manufacturer) must be available at all times during an event where the scales are in use."*

(January 8 minutes, published February Fastrack)

Item 5. Effective 11/1/08: Change section 5.12.2.C.5 as follows:

At his or her discretion and without necessarily receiving a request to do so, order *(or request the SOMs order)* disassembly and inspection of any entered car to ascertain its conformance with the GCR. If the car is found to be eligible for the competition in which it is entered, the race organizers shall stand the expense of the disassembly, inspection, and reassembly. If it is not eligible, the entrant shall bear the expense, in addition to whatever penalties *the Chief Steward may assess or the SOM may direct after receiving the Chief Steward's report. A representative of the race organizers authorized to approve financial expenditures must formally approve the bond established for such a teardown before disassembly may begin. If handled solely as a Chief Steward's Action, the Chief Steward is directly responsible for monitoring all facets of the process until such time as the impounded parts are either retained by SCCA or returned to the competitor, as the Chairman SOM does in the case of a protest or RFA.*

(January 8 minutes, published February Fastrack)

Item 6. Effective 11/1/08: Change section 7.4.E as follows:

AUTOMATIC PENALTIES

Refusal to permit disassembly (tear down) in a Protest/Request for Action/*Chief Steward's Action* is an automatic penalty of disqualification, six (6) month suspension, and two-hundred-fifty dollars (\$250.00) fine.

(January 8 minutes, published February Fastrack)

Item 7. Effective 11/1/08: Change section 9.2.1.I as follows:

If a car is *protested or inspected during an event and found to be illegal, the results of this protest or inspection shall be noted by the Chairman SOM, or delegated to another official, such as the Chief Scrutineer. (See 8.3.3.)*

(January 8 minutes, published February Fastrack)

Item 8. Effective 11/1/08: Change section 8.3.3.F as follows:

Preservation of Evidence Any recorded evidence such as technical data or inspectors' reports or measurements shall be forwarded to the Club Office with the tear down bond (See 8.3.3.A.). The Chairman SOM *(or Chief Steward, in the case of a Chief Steward's action)* shall accept any parts tendered by the owner for safekeeping pending appeal. The SOM *(or Chief Steward, in the case of a Chief Steward's action)* shall have the authority to impound parts. *All impounded parts will be uniquely and identifiably marked upon their removal from the car and will remain in the direct control of a licensed Scrutineer or Steward designated by the Chairman SOM or Chief Steward (depending upon the type of action in progress) until such time as they are returned to the competitor or are delivered to and under the direct control of a courier service providing shipment by insurable and traceable means to the National Office for inspection and either retention or subsequent return to the competitor.*

(January 8 minutes, published February Fastrack)

Item 9. Effective 11/1/08: Add the following to section 6.2.2.J.2:

Note: If a car leaves the course during the pace lap(s), all drivers in the column behind that car shall close up behind the cars in front of them to satisfy 6.2.2.G. Moving up under these circumstances is not considered as improving position or passing under yellow.

(February 6-10 minutes, published March Fastrack)

Item 10. Effective 11/1/08: Change the fuel standard table in section 9.3.25.A and add a new introductory paragraph as follows:

Competitors in all classes except those in the Showroom Stock may choose any fuel that complies with the fuel standards table. Showroom Stock competitors must use a fuel that allows vehicles to remain EPA compliant.

Fuel Standards

Classes	Type	DC max	Reagent A
All Prepared, FB, FE, SS, SM, T, IT, SRF, and Old SR, and Elan spec DP-02 running as CSR	Gasoline w/no added oil	15	N/A
All other classes (incl. 2-cycle w/oil injection)	Gasoline w/no added oil	0	No pos.
All 2-cycle w/o oil injection	Gasoline w/oil mixture	2	No pos.
All rotary engines	Gasoline w/ or w/o oil mixture	15	N/A

(February 6-10 minutes, published March Fastrack)

Item 11. Effective 11/1/08: Change section 9.3.25.B Fuel Sample Acquisition as follows:

~~All cars shall be equipped with an easily accessible sampling valve/port located between the fuel tank and the carburetor(s) or fuel injectors to facilitate acquisition of fuel samples. To avoid fuel spillage, the fuel sampling valve/port shall not consist of removing a fuel line from any fuel system component unless a dry break fitting has been installed. A capped and/or sealed "T" may be fitted inline, or a capped and/or sealed auxiliary sample port may be fitted to a fuel system component (carburetor, fuel rail, etc.) without using a dry break fitting. Under no circumstances is siphoning of fuel from the fuel tank/ cell acceptable.~~

~~If possible, the sampling valve/port should not be located in the engine compartment. Cars equipped with a factory fuel pressure test port (e.g. fuel injected SS, T, IT, SRF, etc.) or competitors having factory fuel pressure test equipment available, are not required to have an additional fuel sampling port. On all other cars, to avoid fuel spillage it is recommended that a valve or dry break fitting be installed in the fuel line. In all cases competitors shall provide the appropriate tooling necessary to safely obtain the fuel sample. A manned fire extinguisher shall be present whenever fuel samples are being acquired.~~

All cars shall be equipped with an accessible sampling port/valve/device located in a fuel line between the fuel tank or fuel cell and the carburetors or fuel injection system or in an unused carburetor port to allow safe acquisition of a fuel sample. If possible, the port/valve/device should be located outside the engine compartment. The sampling port/valve/device will be installed and used by the competitor to obtain the sample without fuel leaking, spraying or squirting. Siphoning of fuel directly from the fuel tank or fuel cell or removing a hose or line is not allowed.

Competitors whose cars are equipped with a factory fuel pressure test port or who have factory fuel pressure test equipment available are not required to have an additional fuel sampling port, providing the test port is accessible and the competitor obtains the sample without fuel leaking, spraying or squirting.

Competitors will provide all the necessary and appropriate tools to obtain a fuel sample.

A tech observer and manned fire extinguisher will be at the car at the time the sample is taken and the competitor will name the fuel brand and type for notation on the sample bottle label.

(February 6-10 minutes, published March FasTrack, amended April 1 minutes, May FasTrack)

Item 12. Effective 11/1/08: Change section 9.4.D as follows:

Two side tubes connecting the front and rear *main* hoops across both door openings are mandatory. NASCAR-style side protection or one bar bisecting another to form an "X" is permitted. Door side tubes may extend into the *front* door...

(February 6-10 minutes, published March Fastrack)

Item 13. Effective 11/1/08, change section 9.3.41 to read as follows:

Steering wheel lock devices shall be removed *or disabled* (except Showroom Stock and Touring).

Delete section 9.1.3.D.10.a in its entirety and reletter subsequent sections:

~~Steering lock mechanisms shall be removed.~~

Delete the last sentence of section 9.1.4.L.14 as follows:

~~Steering lock mechanism must be removed.~~

Change section 9.1.6.D.9.b to read as follows:

~~Steering lock mechanisms and a~~ Airbags / passive restraint systems shall be removed.

Change section 9.1.7.D.9 to read as follows:

Steering lock mechanisms may be removed *or disabled*.

Delete section 9.1.8.C.9.a in its entirety and reletter subsequent sections:

~~Steering lock mechanisms shall be removed. See GCR section 9.3.41.~~

Change section 9.1.10.D.10.a to read as follows:

Steering column locks may be removed *or disabled*.

(March 4 minutes, published April Fastrack)

Item 14. Effective 11/1/08: Add subsection C and D to section 3.1.2 as follows:

C. The practice sessions for both Nationals may be combined into a single session.

D. Time for the combined practice and qualifying session must be a minimum of 70 minutes

(April 26-27 & May 6 minutes, published June Fastrack)

Item 15. Effective 11/1/08, change section 9.3.19.A as follows:

Driving suits that effectively cover the body from the neck to the ankles and wrists. One piece suits are highly recommended. All suits shall bear an SFI 3.2A/1 or higher certification label or FIA 8856-1986 or 8856-2000 homologation. Underwear of fire resistant material shall be used except with suits carrying FIA standard 8856-1986 or 8856-2000 or SFI 3-2A/5 or higher (e.g., /10, /15, /20) Certification Patch.

(April 26-27 & May 6 minutes, published June Fastrack)

Item 16. Effective 11/1/08, change section 9.4.F.5 as follows:

Either an inspection hold between 3/16 and 1/4 inch diameter must be drilled in a non-critical area of the front and rear hoops, as well as one of the supplemental braces to facilitate verification of wall thickness; or alternatively, wall thickness may be determined by non-invasive means and noted in the log book as inspected by such means.

Change section 9.4.5.E.4.d as follows:

Either an inspection hole at least 3/16 inch diameter, but no greater than 1/4 inch diameter shall be drilled in a non-critical area of the front and rear hoop as well as one of the supplemental braces to facilitate verification of wall thickness; or alternatively, wall thickness may be determined by non-invasive means and noted in the log book as inspected by such means.. Formula Cars and Sports Racers with alternate roll structures are not required to have inspection holes, the wall thickness will be indicated on the back of the homologation certificate.

(April 26-27 & May 6 minutes, published June Fastrack)

Item 17. Effective 11/1/08: Change recommended item 3 as published in the February Fastrack with 5.7.3 as follows (5.7.1 and 5.7.2 remain as published in the February Fastrack):

5.7.3 Standards

A sound level instrument (meter) that meets American National Standards Institute (ANSI) S1.40-2006 Class 2 or better shall be used. The primary maximum standard for SCCA Sound Control shall be a sound pressure level of 103dB_B "A" frequency weighted (dB_A) measured on the fast response setting at 50 feet (+/- 2 feet) from the edge of the track pavement, and/or artificial markers indicating track edge. Lower maximum levels may be imposed at specific venues or events. These lower levels shall be noted in the Supplemental Regulations. All sound readings shall be truncated to the lower whole number. (Anything after the decimal point is ignored.)

Proper location and use of all test instrumentation is essential to obtain valid measurements. Operating manuals or other manufacturer's literature should be referenced for both recommended operation and precautions to be observed.

- 1. Acoustic calibration procedures should include extension cable influence.*
- 2. Field calibration shall be done at least every four (4) hours while in the operating mode.*
- 3. The microphone shall be 3.5 feet (minimum) above the ground surface, 2.0 feet (minimum) above the level of the roadway, no more than 6 feet above the level of the roadway, and two hundred (200) feet or more away from any tunnel or overpass through which the target vehicle passes. Whenever possible it is recommended (but not mandatory) that the microphone shall be located on the outside of the track between the race car and the outside perimeter of the racing facility, aimed into infield areas.*
- 4. Weather conditions should be recorded every hour when conditions are unstable, or otherwise every two (2) hours. Meteorological instruments to support sound readings include a barometer (capable of reading 0.1 inches of mercury recommended) and a thermometer, accurate to +/- 1 degree Fahrenheit (~~wet bulb thermometer recommended~~).*
(June 3 minutes, published July Fastrack)

Item 17. Item 2. Effective 11/1/08: Change section 3.7.2 as follows:

The organizing region will send Official Race Results to the National Office Results (*printed or photocopied or via email*) within five (5) days of the event. Additionally, for national races, the organizing region will send one (1) copy (*printed or photocopied or via email*) to the appropriate Divisional Pointskeeper (including qualifying) within five (5) days of the event. Additionally, the organizers shall provide Official Race Results (printed or photocopied) for each entrant ~~either~~ during the event, or shall either mail photocopied results at the organizer's expense or *e-mail results (at the entrant's option)*, within seven (7) days after the conclusion of the event.

(June 3 minutes, published July Fastrack)

Item 18. Effective 11/1/08: Change section 6.7.4.B as follows:

If the checkered flag is not displayed at the scheduled end of the race (in other words, if a race is one or more laps longer than scheduled), the race shall be scored as if it had ended at the scheduled length. *If the starter becomes aware that one or more cars have passed the finish line after the scheduled end of the race, the starter, with the concurrence of Timing and Scoring and the Operating Steward, may show the checkered flag immediately.*
(June 3 minutes, published July Fastrack)

Formula

Item 1. (FE) Effective 1/1/09, change the name of Formula SCCA (FE) to Formula Enterprises (FE).
(March 4 minutes, published April Fastrack)

Item 2. (FC) Effective 11/1/08: Change section 9.1.1.B.4.b as follows:
Pistons, crankshaft, and rods may be replaced only with standard original Ford replacement parts. The crankshaft may not be ground or polished *for the purpose of installing oversize main or rod bearings in any way and must have stock dimensioned main and rod bearing journals.* The rod journals must remain stock and the rods may not be bored or remanufactured in any way. The rod and crankshaft bearings may be replaced only with original *or oversized* Ford bearings. ~~Oversize bearings are not permitted.~~ The required *original* crankshaft main bearing journal dimension is 2.282-2.283 inches and the required *original* crankshaft rod journal dimension is 1.846-1.847 inches. *The corresponding main journal dimensions for oversized bearings are either 2.273-2.274 inches or 2.263-2.264 inches; the corresponding rod journal dimensions for oversized bearings are either 1.837-1.838 inches or 1.827-1.828 inches.*
(February 6-10 minutes, published March Fastrack)

Item 3. (FC) Effective 11/1/08: Change the third paragraph of section 9.1.1.B.1 as follows:
It is not permitted to construct any suspension member in the form of an *asymmetrical* airfoil or to incorporate a spoiler in the construction of any suspension member. *Symmetrical streamlining of suspension members is permitted.*
(April 26-27 & May 6 minutes, published June Fastrack)

Item 4. (FV) Effective 11/1/08: Change selected portions of section 9.1.1.C.2 as follows:
Track, rear: ~~49-13/16 1/8" + 7/8" - 5/8" 50-3/4" maximum~~ 49.125 " *minimum, 50.750" maximum*
(no spacers allowed)
(February 6-10 minutes, published March Fastrack)

Item 5. (FF) Effective 11/1/08: Remove section 9.1.1.D.2.s.10 and renumber subsequent paragraphs:
Exhaust Outlets
~~Exhaust outlets on cars registered after January 1, 1986 shall not extend more than 60cm (23.60") behind the centerline of the rear axle and shall be positioned between 30mm (1.18") and 60cm (23.6") from the ground, measured to the bottom of the exhaust pipe.~~
(December 4 minutes, published January Fastrack)

Item 6. (FF) Effective 11/1/08: Change selected portions of section 9.1.1.D.2.e, amended in *Technical Bulletin 08-02*, as follows:
Minimum weight with rings and pin: ~~525~~ 485 grams
(April 1 minutes, published May Fastrack)

Item 7. (FB) Effective 11/1/08: Add new paragraph J to section 9.1.1.H.4 as follows:
J. The stock chain tensioner may be replaced with any mechanical chain tensioner.
(December 4 minutes, published January Fastrack)

Item 8. Effective 1/1/09: Add new subsection I to section 9.1.1 as follows:

I. Formula First Preparation Rules (Regional-Only)

1. Definition

1.1. Formula First is a class for single seat racing cars based on components from the standard Volkswagen Types 1 sedan, as originally manufactured by Volkswagen from 1966 to 2004. Since it is a restricted class, all allowable modifications are stated herein. The purpose of the Formula First class is to emphasize driver ability and to encourage the participation of owner/builders and owner/preparers while using proven Volkswagen components (or exact replicas). Homologation is required for all cars registered after January 1, 1983. Homologation for FS classification is required on all Formula First cars.

1.2. No component of the engine, power train, front suspension, or brakes shall be altered, modified, or changed, or be of other than VW manufacture (or an exact replica thereof), unless specifically authorized herein. Parts used are classified as original, made by VW parts, exact replacement parts usually bearing a VW part number used in the VW model range specified below. Finally, mass-produced direct replacement parts can be substituted for the original components if authorized in the rules. These direct replacement components must be constructed of original material(s) or an acceptable substitute, maintain the original function(s) and general dimension(s) of the VW components they replace. Furthermore, these replacement parts must be generally available to all competitors and offer no competitive advantage over the original VW parts. There are no exceptions. IF IN DOUBT, DON'T.

1.3. Any VW Type 1 component, of VW manufacture or an exact replica in size, shape, and material, may be used unless a specific part (VW or aftermarket) is specified.

1.4. All measurements given in these rules are exact unless a specific tolerance is stated. A car exceeding any measurement or outside a tolerance, BY ANY AMOUNT is not in compliance.

1.5. Any external surface of the suspension, brakes, and transmission/rear axle tubes may be painted, plated, or anodized.

1.6. Weights and Measurements.

1.6.1. Minimum weight, as qualified or raced, with driver: 1125 pounds

1.6.2. Wheelbase minimum 81.5"; maximum 85.5"

1.6.3. Front track maximum: 57" at zero camber & toe

1.6.4. Rear track maximum: 55" at zero camber & toe

1.6.5. Overall length: Maximum 140" (includes exhaust)

2. Suspension

2.1. Front Suspension.

The front suspension shall be standard VW Type 1 sedan ball joint H-beam front suspension or an exact replica of one of them and dimensionally identical. The following modifications are permitted:

2.1.1. Lugs may be welded, brackets attached by welding or otherwise, and holes drilled in the ball joint H-beam to permit attachment of the beam to the chassis, and other components wholly or partially to the beam. Brackets may be welded to the torsion arms for the sole purpose of actuating the shock(s) and/or external mounted anti-roll bar and shall perform no other function.

2.1.2. Front spring(s) are unrestricted except that the front suspension lifting spring(s) must be a continuous unit measuring 37.63" (+ or - .13") in length, is completely housed internal of the torsion spring tube(s), and fit unaltered control arm spring sockets.

2.1.3. Removal of the shock towers above the upper H-beam tube centerline.

2.1.4. Relocation of the shock dampers is permitted. Shock dampers and their actuation are free providing that no VW components are altered, modified or changed unless specifically authorized herein. Bump rubbers with a maximum length of 2 ½" may be used to protect the shock(s)/chassis from bottoming. Use of related bump rubber packing washers/solid spacers is free. Coil spring mounted (coil-over) shocks are not permitted.

2.1.5. The use of any anti-sway bar or bars, internal or external, mounting hardware, and trailing arm locating spacers. The anti-sway bar fitted as part of the standard suspension may be removed. Sway bars may not be cockpit adjustable. Front suspension Z-bars are not permitted.

2.1.6. Replacement of torsion bar rubbers with spacers of another material.

2.1.7. Installation of ride height adjuster(s), constructed for use with standard VW spring packs, to the H-beam allowing rotation of the spring pack. One (1) ride height adjuster per torsion spring tube is permitted. No cockpit adjustment of ride height is permitted.

2.1.8. Removal of the brake backing plates.

2.1.9. Camber/caster eccentric adjusting nut may be replaced with an aftermarket nut of different design. Caster, camber, and toe-in are free.

2.1.10. Any wheel bearings that fit the VW type 1 spindles and disk brake hubs without modification may be used.

2.1.11. Steering column may be altered or replaced. Steering wheel is free, and may be detachable. Steering mechanism is free, but tie rods must attach to the spindle using existing steering arm, a modified steering arm, or a suitable new or modified bracket welded to the spindle. Ball joints in the tie rods may be replaced with rod ends.

2.2. Rear Suspension

2.2.1. The rear axle and tube assembly shall be standard VW Type I up to 1966, sedan swing axle (no outer pivot point for a half shaft) with axle location provided by a single locating arm on each axle. The rear axle tube may be rotated about its axis. The standard shock mounting and brake pipe brackets may be removed. Rear axle O.A. length: 26 11/16" + or - 1/8"

2.2.1.1. The rear axle bearing retainer flange mating surface may be machined, or shims may be installed under the rear axle bearing, for the sole purpose of adjusting bearing axial float.

2.2.2. Springs, shock dampers, their actuation, and camber compensating devices are free.

3. Braking System

3.1. Standard VW Type 1 disc brake components must be used, including any standard VW Type 1 original or aftermarket direct replacement brake caliper constructed of cast iron material. Front rotor minimum weight: 13.0 lbs. each without wheel mounting studs.

3.1.1. Caliper housing material may be removed on the outer radius surface of the outer piston housing to clear the inside of the rotating wheel. This metal removal shall only be to allow wheel clearance.

3.2. Any type pad material may be used on standard VW Type 1 brake pads.

3.3. Adapter plates may be fitted to allow mounting of front or rear brake calipers.

3.4. Cross-drilling or grooving of rotors is not permitted.

3.5. Rear brake drum assemblies must be removed and replaced with one-piece cast iron rear brake rotors with machined-in rear axle splines. Caliper mounting is free. Min. rotor weight: 15.0 lbs each, without wheel mounting studs.

3.6. The car shall be equipped with a dual braking system operated by a single control. In case of a leak or failure at any point in the system, effective braking power shall be maintained on at least two wheels.

3.7. A separate hand brake is not required. Removal of the hand brake and operating mechanism is permitted.

3.8. Brake lines may be of any suitable material, including steel braided lines.

3.9. Wheel mounting lug bolts may be replaced with studs.

3.10. All brake components must remain within the safety tolerances and minimum dimensions established by the component manufacturer.

3.11. Rear drum brakes on existing homologated Formula First cars will be allowed until 1/1/09

4. Wheels and Tires

4.1. Wheels shall be 13" diameter by 6" wide. (+ or – 1/8" for all dimensions)

4.1.1. Wheels must be of one-piece construction and may be constructed of steel, aluminum, or magnesium, but each wheel must comply with a minimum weight of 10 pounds, less tire, wheel weights and valve stem assembly.

4.1.2. Wheel bolt pattern is free, except that it must use 4 lug bolts or studs with lug nuts. No centerlocks. As a recommended standard, the common bolt pattern for Formula First is 4"x 4 bolt.

4.1.3. Spacers between the wheel and rotor are permitted.

4.2. Tires shall be Formula Ford slicks in standard front and rear sizes and using a hard compound. The Region, Division and/or racing series sanctioning the races shall specify which manufacturer or manufacturer's tires meeting this general description shall be permitted.

Regional, Divisional and/or Race Series Tire Options:

4.2.1. Option 1. The spec tire manufacture for Formula First shall be Hoosier Tire. Front tires shall be #43130 20.0"x 6.0" – 13" R60 or R60A compound. Rear tires shall be #43302 22.5"x 7.5"– 13" R60 compound or #43307 22.5" x 7.2" x 13" R60A compound.

4.2.2. Option 2. The spec tire manufacture for Formula First shall be Goodyear Tire. Front tires shall be #807-366-068 3321 20.0"x 6.0" – 13" R600 compound. Rear tires shall be #870-274-068 2015 22.5"x 7.5"– 13" R600 compound.

4.2.3. Option 3. The spec tire manufacture for Formula First shall be American Racer Tire. Front tires shall be 20.0"x 6.0" – 13" 133 compound. Rear tires shall be # 22.5"x 7.5"– 13" 133 compound.

4.2.4. Inter divisional races or special events may choose to allow more than one tire option by listing the options allowed for said event in the event supplemental regulations.

4.3. Any tires (brand, size, tread or construction) fitting the 13 x 6 rims may be used when the Chief Steward declares a rain race.

5. Engine

5.1. The engine shall be the standard VW "1600" (1584 cc) twin port, unless otherwise stated in these rules.

5.1.1. Engine components shall be assembled in standard configuration. Exceeding the wear limits specified in the VW manual or in other official VW guides is permitted provided that the specifications, tolerances, and dimensions specified in these rules are not exceeded.

5.1.2. Standard engine reconditioning practices are permissible as set out below. Such machining shall occur on the same plane as original VW specification. It is not permissible to add metal or any other material to any engine component, unless specifically stated herein.

5.1.3. Balancing of the following moving parts of the engine is allowed: pistons, connecting rods, crankshaft, flywheel, front pulley, and clutch disc and clutch cover. Balancing may not remove more material than is necessary to achieve the balance, except on those component parts where

minimum weights are specified herein. The addition of weight to the clutch cover plate, for the sole purpose of achieving balance, is permitted.

5.1.4. Polishing of the contact faces of moving parts is permitted.

5.2. 1584 cc engine dimensions

Bore 85.7 mm maximum

Stroke: 69.1 mm maximum

Exhaust valve diameter: 32.06 mm maximum

Intake valve diameter: 35.56 mm maximum

Intake port dimension at head: 33 mm maximum

Exhaust port dimension at head: 33 mm maximum

Intake manifold horizontal inside diameter: 32 mm maximum

Manifold casting maximum diameter at flange: 33 mm maximum

Maximum valve lift: .455". Measured at Valve cap with 0" lash. An average of the four exhaust valves must be .455" or less and an average of the four intake valves must be .455" or less.

Rod weight with bolt and small end bushing: Minimum 570 grams. Rod length, center to center: 5.35" to 5.45". Any piston rod may be used that meets the VW dimensional and weight specifications listed herein.

Piston weight with pin: Minimum 515 grams.

Minimum distance: Top of piston to top edge of #1 ring groove: 8.0 mm

Crankshaft weight: 20 pounds minimum

Flywheel: Clutch diameter 200 mm; weight - 12 pounds minimum

Deck height: .045" minimum

Cam followers: 90 grams minimum

Rocker arms: 80 grams minimum (w/o adjuster)

5.3. Crankcase, Clutch and Flywheel

5.3.1. Any 1200 or 1600 VW case or exact replica may be used. (Aftermarket competition cases that vary in design from the original VW case are not permitted.)

5.3.2. Standard reconditioning of the case halves is permitted.

5.3.3. The case may be drilled to accept an external oil cooler or oil filter.

5.2.3. Generator/alternator, stand, and fan housing and fan may be removed.

5.3.4. Oil baffles may be installed. They must be housed completely within the original oil sump and crankcase.

5.3.5. An oil temperature sending unit may be installed in the crankcase.

5.3.6. Oil galley plugs may be replaced with threaded plugs.

5.3.7. Cylinder head studs may be replaced with studs of different material.

5.3.8. The crankshaft may be ground and the case may be machined to accommodate the use of the standard VW oversize/undersize crankshaft bearings, provided the crankshaft location is not changed. It may also be machined to permit installation of camshaft bearings.

5.3.9. The use of an aftermarket counterweighted crankshaft with standard VW stroke, index and journal sizes is mandatory. Bearings may be standard VW undersized/oversized and rods ground to accommodate them.

5.3.10. Crankshaft front pulley is free.

5.3.11. The flywheel may be lightened to a minimum of 12 pounds. Flywheel dowels may be reconditioned. Additional dowels may be added on the same face. The flywheel clutch plate surfaces may be machined.

5.3.12. Any 200 mm VW clutch disc, pressure plate and throwout bearing (or replacement replica) as fitted to the VW Type 1, 2 and 3 are permitted. The standard VW clutch actuation arm may be modified to allow its attachment to the standard VW clutch throwout bearing shaft in any appropriate position. Clutch shaft arm actuation (cable, levers, or hydraulic) is free.

5.3.13. Oil filler/engine vent(s), dry sump tank and catch tank(s) are unrestricted provided they meet SCCA GCR 17.26. (pg 92)

5.3.14. The installation of a crankshaft pulley oil seal is permitted.

5.3.15. The installation of case center main web location pins or shuffle pins are permitted.

5.4. Camshaft.

5.4.1. Only the Engle W110 camshaft is permitted. Specifications listed herein are for checking purposes only. Re-grinding of the Engle W110, or any camshaft, to meet or maximize these specifications is strictly prohibited.

Cam lift: Exhaust and Intake .392" variance + .003"

Lobe centers: 108 deg +/- 30 sec.

Intake opens @ 19 deg. Intake closes @ 48 deg. (at .050" valve lift) (+/- 30 sec)

Exhaust opens @ 55 deg. Exhaust closes @ 12deg. (at .050" valve lift) (+/- 30 sec)

5.4.2. Cam timing (advance/retard) may be achieved by offset keys or adjustable cam gear. Cam timing may not be adjustable without disassembling the case. No form of VTEC, cockpit adjustment, or other variable cam timing is permitted.

5.4.3. Cam gear must be of stock dimensions, including angle and width of teeth.

5.4.4. Cam followers may be reconditioned and/or may contain camshaft face lubrication holes.

5.5. Pistons and Cylinders.

Pistons and cylinders shall be standard VW replacement parts or exact replicas. Any piston rings that can fit the standard grooves are permitted. Piston pin retaining clips may be replaced with Teflon buttons.

5.6. Cylinder Head

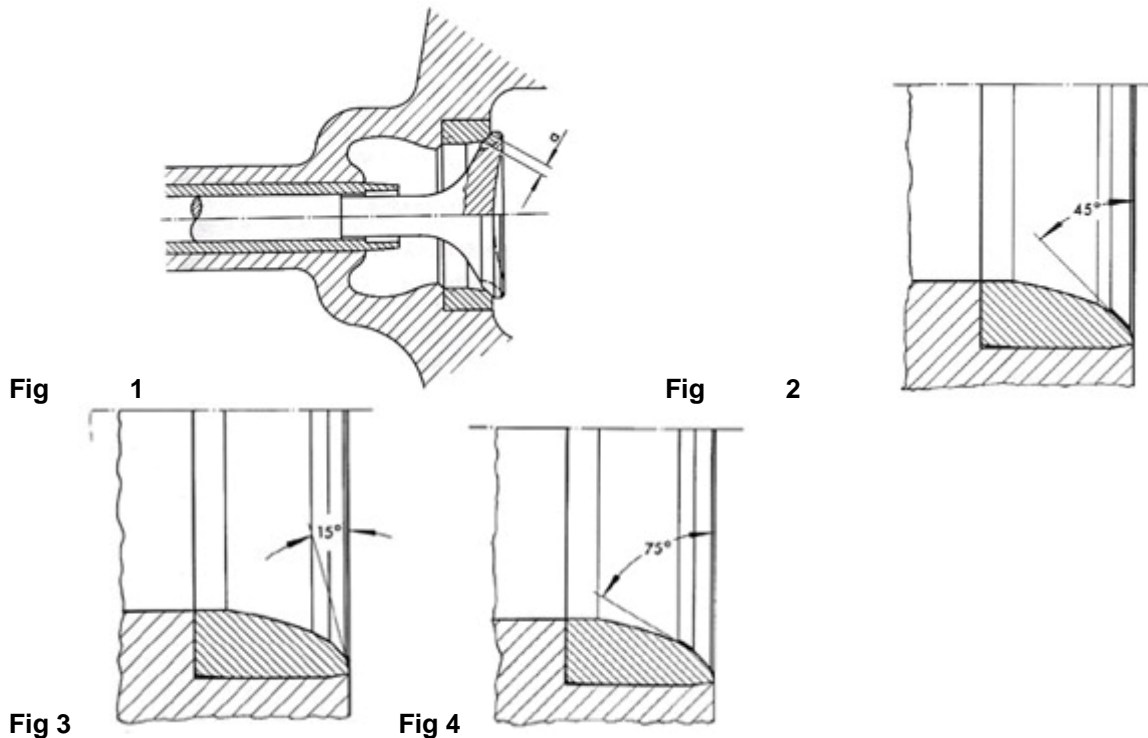
5.6.1. The standard 040 or 043 twin port cylinder head are the only heads permitted. A MOFOCO 040 head is also allowed. Other vendors may be added as requested, IF the castings are the same as an approved VW manufactured head along with dimensional items. (head cc's, valve size location, etc.) The intent is to allow casting duplicates that may be of better quality (longevity), appearance, and/or price.

5.6.2. The intake and exhaust ports are to remain in as-cast condition, except that material may be removed for the sole purpose of matching/blending up to .75" from the intake flange mating point and up to 1" from an intake/exhaust valve seat.

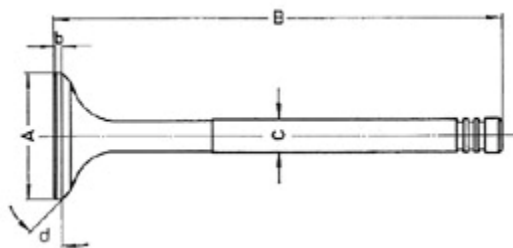
5.6.3. The combustion chamber must hold a minimum of 47 cc, with valves in place.

5.6.4. Replacement of valve seats and valve guides with others of standard dimensions and material is permitted.

5.6.5. Valves and valve seats may not be reshaped. Valve to valve seat mating surface (figure 1) shall be cut as follows. The 45 deg valve seat width (figure 2) shall be maintained by cutting a 15 deg chamfer (figure 3) at the outside edge of the seat and a 75 deg chamfer (figure 4) at its inner edge. Seats cannot be refaced if too little material remains for a 15 deg chamfer to be cut without going beyond the boundary of the insert. If the chamfer extends to the head, the seat or the head must be replaced.



5.6.5.1. Valve specifications (figures 1 & 5):
 Dimension "a" – valve seat contact width: Intake – 1.30 mm to 1.60 mm
 Exhaust – 1.70 mm to 2.00 mm
 Seat contact angle on valve: 45 deg Intake and Exhaust
 Dimension "A" – valve head dia: Intake – 35.56 mm max. Exhaust – 32.06 mm
 Dimension "B" – valve length: 110.5 mm to 112.5 mm
 Dimension "C" – valve stem dia: Intake – 7.94 mm min. Exhaust – 7.91 mm
 Dimension "b" – valve head margin: Intake - .80 to 1.50 mm Exhaust – 1.00 to 1.70 mm
 Dimension "d" – face angle of valve only: Intake - 44 deg Exhaust – 45 deg



5.6.5.2. Maximum allowable O.D. of intake seat - 40mm.

Maximum O.D. of the 45 deg. angle on intake seat shall not exceed the outer diameter of the original VW intake seat (37mm). Maximum depth of replacement seat - 10mm.

Maximum allowable O.D. of the exhaust seat - 37mm.

Maximum O.D. of the 45 degree angle on the exhaust seat shall not exceed the outer diameter of the original VW exhaust seat (34mm).

Maximum depth of replacement seat - 10mm

5.6.6. Stainless steel valves of the same dimensions as stock are permitted.

5.6.7. Single valve springs must be used, but are otherwise free except that no unauthorized modifications to other parts may be made to accommodate them.

5.6.8. Shimming of valve springs is permitted.

5.6.9. Combustion chambers are to remain in standard, as cast condition, except that fly cutting is permitted to obtain the permitted compression ratio. No other tooling or polishing of the combustion chamber is permitted.

5.6.10. Any aluminum or steel pushrod may be used. Length is free.

5.6.11. Only standard 1.1:1 ratio 1600 rocker arms may be used. The two bars need to be visible. Minimum rocker arm weight listed under 5.2.

5.6.12. Wavy washers in the rocker gear may be replaced with solid washers.

5.6.13. Swivel-foot valve adjusters may be used, provided that they are on the same center plane as the standard screw and offer no increase in valve lift.

5.6.14. The rocker shaft posts may be shimmed to restore original geometry after authorized fly cutting.

5.6.15. Spark plug holes may be repaired using standard thread repair methods, such as Helicoil inserts, providing that the spark plug centerline is not changed.

5.6.16. Valve covers are unrestricted and may be bolted on.

5.6.17. Push rod tubes are unrestricted.

5.6.18. Any ferrous metallic valve spring retainers and keepers are permitted.

5.7. Oil system

5.7.1. Any standard VW Type I, or replacement replica in size, shape, and material, oil pump may be used. Oil pump pressure port plugging is permitted.

5.7.2. Any oil pump cover may be used.

5.7.3. A dry sump oiling system is permitted.

5.7.3.1. The dry sump pump must bolt into the standard location, must be driven by the camshaft and have no more than two stages.

5.7.4. A sump extension may be fitted using or in place of the oil strainer cover plate. The oil pump pickup pipe may be extended into the sump extension. The sump extension shall not extend below the lower frame members surrounding the engine.

5.7.5. Any oil cooler is allowed provided it is located within the bodywork and behind the firewall.

5.7.6. An alternate oil pressure regulator spring or springs may be used.

5.7.7. A standard or racing type automotive oil filter of not more than one-quart capacity may be installed provided it is located within the bodywork and behind the firewall. No cooling fins are permitted on the filter or connecting lines. Connecting lines shall not exceed 12 feet in total length, including oil cooler connections if part of the oil filter circuit.

5.8. Fuel pump

5.8.1. Fuel pump is free. A block off plate may be installed if the mechanical fuel pump is removed.

5.9. Carburetor.

5.9.1. Only the Mexican made Bocar 34 PICT/3 replacement carburetor shall be permitted. The carburetor shall be in “as new” condition. The carburetor may be cleaned with commercially available “carb cleaner”. NO MEDIA BLAST CLEANING IS PERMITTED. Original replacement replica gaskets, float, needle & seat may be replaced as needed. Float level may be adjusted via shim(s) under the needle & seat. Only the modifications listed herein are permitted. If you don’t see it listed herein, you can’t do it, NO EXCEPTIONS.

5.9.2. The choke plate, choke heater element and related components, choke shaft and related hardware may be removed and the shaft holes taped or plugged. Any air filter, air horn, or combination of filter and horn may be used.

5.9.3. Modification or removal of the idle shutoff solenoid to allow air/fuel flow without power is permitted.

5.9.4. Main fuel and air correction jet sizes are free.

5.9.5. The carburetor may be rotated 180 degrees about its vertical axis.

5.9.6. The choke heater element housing may be cut off the carburetor top housing.

5.9.7. The fuel inlet must be threaded into the carburetor top housing, the original brass swaged in fitting is not permitted.

5.9.8. Vacuum fittings may be removed and ports plugged.

5.9.9. The full throttle stop bracket may be modified to allow for full throttle operation.

5.9.10. Throttle plate screws shall be “as supplied” from Bocar, no grinding, filing or trimming on these screws, NO EXCEPTIONS.

5.9.11. NO OTHER TOOLING OR MODIFICATIONS ARE PERMITTED. REBUILDING IS NOT AN EXCUSE FOR MACHINING, MODIFYING OR CHANGING ANY DIMENSIONS OR ANY COMPONENT OF THE CARBURETOR, NO EXCEPTIONS.

5.9.12. Carburetor dimensions: Specifications listed herein are for checking purposes only. Re-working of the Bocar PCIT/3 to meet or maximize these specifications is strictly prohibited.

Throttle	plate	thickness:	.055”	Minimum
Throttle	shaft	thickness:	.210”	Minimum
Venturi/Choke inside dimension: 26 mm Maximum				

5.10. Intake Manifold

5.10.1. The intake manifold shall consist of standard VW Type 1 1600 (1584 cc) twin port components, or direct replacement, unless stated otherwise in the following rules.

5.10.2. The heat sink casting may be removed or modified.

5.10.3. Other EXTERNAL modifications to the cast sections are permitted for clearance purposes, provided no performance advance results.

5.10.4. The standard 1600 manifold end castings must be untouched internally other than for the purpose of port matching.

5.10.5. Port matching to a depth of 1.0” into the manifold casting from the manifold/head joining surface is permitted.

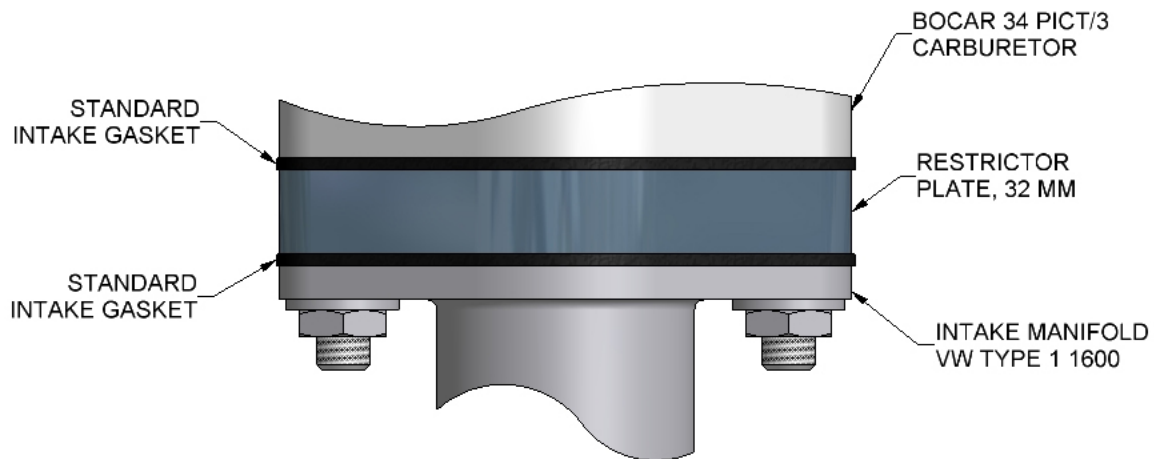
5.10.6. The official Formula First 32 mm restrictor plate must be installed per the following instructions listed. Absolutely no modifications are permitted to the restrictor plate. Any defects

or marks on the blue anodize is not allowed and must be exchanged immediately for a new official Formula First 32 mm restrictor plate.

5.10.6.1 The official Formula First 32 mm restrictor plate must be installed/assembled exactly in the following order, using only the listed parts. No exceptions allowed.

1. Intake manifold
2. (1) Standard VW (or direct replacement) carburetor gasket
3. Official Formula First 32 mm restrictor plate
4. (1) Standard VW (or direct replacement) carburetor gasket
5. Bocar 34 PICT/3

5.10.6.2. Installation diagram supporting 5.10.6.1.



5.10.6.3. Any Formula First car may be subject to a “spot check” for restrictor plate compliance. A spot check may be visual or may require a vacuum leak check performed as follows:

1. Run engine at 2500 RPM
2. Seal the carburetor air inlet
3. Engine must stall within 4 seconds

5.10.7. All intake manifold vacuum fittings or ports must be plugged.

5.11. Engine cooling system.

5.11.1. The air-cooling system for cylinders and cylinder heads is free, subject to limitations on bodywork. See 5.7.7. with respect to oil coolers and lines.

5.12. Exhaust System

5.12.1. The exhaust system is free, but must comply with SCCA and local noise requirements and with overall body dimensions requirements.

5.13. Electrical System

5.13.1. 12-volt electrical systems shall be used.

5.13.2. The distributor must be a standard VW mechanical advance distributor, or Bosch 009, or a replacement replica, with the following modifications permitted.

5.13.3. The advance curve may be adjusted.

5.13.4. Standard Bosch or replica points may be replaced with an electronic replacement points set (Pertronix, Comp-U-Fire, etc.). The replacement set must be totally within the distributor.

5.13.5. Any coil is permitted.

5.13.6. Any 12v on-board automotive starter capable of starting the engine from the driver's compartment is permitted.

5.14. Other non-standard components.

5.14.1. Use of the following non-standard replacement parts is permitted provided that no unauthorized modification of any component results: Any fasteners (nuts, bolts, screws, etc); wiring; gaskets and seals; fuel line; spark plugs; piston rings; fan belt; and connecting rod bearings, camshaft bearings, and crankshaft main bearings, provided the bearings are of the same type and size and VW standard or oversize bearings.

6. Transaxle

6.1. The standard VW Type 1, 2 or 3 swing axle type transaxle must be used in standard configuration unless stated otherwise in these rules. All five gears (including reverse) must be operable, and controllable from the driver's seat. Synchromesh must be operating on all four forward gears. A direct replacement transmission case, VW part # 081-301-051, or replacement replica, "Rhino" case is permitted.

6.2. Shock damper mounts may be modified or removed.

6.3. Transmission shall not be installed in an inverted position.

6.4. The crown wheel must be transposed in the transmission case.

6.5. The differential cannot be modified in any way to limit its normal function. Torque biasing, limited slip, and locked differentials are prohibited.

6.6. The following gear ratios must be used with the 1600(1584) engine:

1 - 3.80; 2 – 2.06; 3 – 1.26; 4 – 0.89; differential 4.125

7. Frame and Body

7.1. Frame

7.1.1. The frame shall be constructed of steel tubing with a maximum cross section of 4". The driver's feet shall not extend forward the rear edge of the front axle beam tubes.

7.1.2. No frame/chassis rigidity or strength shall be derived from anything other than the steel frame tubes. No stressed skin, monocoque, or semi-monocoque construction is permitted.

7.1.3. The firewall panel must extend the full width of the cockpit and be at least equal to the top of the carburetor in vertical height from the floor pan may be rigidly attached to the frame tubes.

7.1.4. The undertray(s) or belly pan(s) shall be rigidly attached to the frame provided that the curvature of said undertray(s), measured vertically from the lowest point to its highest point at its attachment point to the frame rail member at its sides, shall not exceed 1" and have no downward turned edges. Undertray(s) or belly pan(s) shall not extend more than ¼" beyond the vertical line of the closest mating bodywork.

7.1.5. The area between the upper and lower main frame tubes, or at least 14" above the undertray(s) or belly pan(s) whichever is greater, from the front roll hoop bulkhead to the main roll hoop bulkhead shall be protected by one of the following methods to prevent the intrusion of objects into the side of the cockpit area. For either method, fasteners shall be no closer than an average of 6" centers (no stress bearing panels). The material used for chassis braces in this area shall be at least equivalent to roll hoop brace material.

7.1.5.1. Panel(s): Minimum of either .060" aluminum (6061 T-6 or equivalent) or 18 gauge steel attached outside of the main frame tubes.

7.1.5.2. Reinforced Body: Minimum 2-layers of 5 oz. bi-directional Kevlar material laminated to the inside of the bodywork and securely fastened to the frame.

7.1.6. A crushable structure or crush box must be rigidly attached to the H-beam and/or frame with a minimum cross section of 200 cm sq (31" sq), at least 40 cm (15.75") forward of the clutch and brake pedals (not depressed), constructed of a minimum of 18 gauge (.052" or 1.3 mm) 6061-T4 or equivalent aluminum must be used on all Formula First cars.

7.2. Body

7.2.1. The body shall be constructed of fiberglass, aluminum, steel, Kevlar, carbon fiber or any combination thereof.

7.2.2. The body must not be rigidly attached so as to form part of the structural integrity of the car.

7.2.3. Rear (Tail) Bodywork: The rear bodywork shall extend from the firewall to a point at least 16" aft of the rear axle centerline.

7.2.4. Front (Nose) Bodywork: Any bodywork forward of the front beam torsion spring tubes shall have a maximum width of 31.75" (80.65 cm)

7.2.5. Main (Center) Bodywork: No part of the frame or bodywork shall project beyond a plane connecting the vertical centerline of the front and rear tires. Fuel filler necks, caps or lids shall not protrude beyond the bodywork of the car. The bottom of any bodywork that extends below the frame members shall be on the same flat plane as the undertray and shall not deviate from that flat plane by more than 1".

7.2.6. Cockpit Opening: The driver's seat shall be capable of being entered without the removal or manipulation of any part or panel (except for a removable steering wheel and removable cockpit padding). The cockpit opening of the bodywork shall have the following minimal dimensions: Length: 60cm (23.622 inches) Width: 45cm (17.717 inches). This width extends over a length of 30cm (11.811 inches) minimum. This minimal rectangular opening may exist anywhere forward of the bracing, and required padding will not be considered in these dimensions.

7.2.7. Air Ducting: Air ducts may be installed for the purpose of delivering air to, or extracting air from the cylinders, cylinder heads, oil cooler and/or carburetor. Air duct opening(s) may be located within the cockpit area and/or penetrate the firewall provided the duct(s) design and construction would prohibit flame and debris from reaching the driver.

7.2.8. Aerodynamic Devices: Wings are prohibited. Any device specifically designed to use air speed to create aerodynamic downforce is prohibited.

(February 6-10 minutes, published March FasTrack, amended March 4 minutes, published April FasTrack)

Grand Touring

Item 1. Effective 11/1/08: Change the first sentence of section 9.1.2.F.4.e.10 as follows:

Any readily available manual transmission having no more than *six (6) forward speeds in GT2 and five (5) forward speeds in GT3 and Lite* and an functional reverse speed may be used, provided that it is fitted in the same basic location used in the standard production automobile.

(February 6-10 minutes, published March Fastrack)

Item 2. Effective 11/1/08: Change section 9.1.2.E.1.a.1 as follows:

~~All cars shall use a single Holley Model 4150 carburetor, restricted to~~ *Any modular 4bl carburetor may be used with a maximum of a one and eleven-sixteenths (1-11/16) inch throttle bore and 1-1/2" SAE bolt pattern*, unless alternate carburetion and/or dimensions are specified in the GTCS.

(April 1 minutes, published May Fastrack)

Item 3. Effective 11/1/08: Change section 9.1.2.F.4.b.12 as follows:

A spoiler may be fitted to the front of the car. It shall not protrude beyond the overall outline of the car as viewed from above except as follows:

- GT2: ~~where~~ a front splitter may extend up to *three (3) inches*.
- GT3: *a front splitter may extend up to two (2) inches*.
- In all classes, the spoiler shall not extend aft of the forward most part of the front fender opening (cutout), and shall not be mounted ...

(April 1 minutes, published May Fastrack)

Item 4. Effective 11/1/08: Change section 9.1.2.F.4.b.13 as follows (portions omitted remain unchanged):

A spoiler or a Club Racing specified rear wing for GT2 *and* GT3 may be fitted to the rear of the car. Note: O.E.M. rear spoilers and wings are not permitted unless specifically listed on the vehicle's specification form.

If a spoiler is used, it shall be contiguous with the bodywork and shall comply with the following: (Existing sections 9.1.2.F.4.b.13.a-d)

If a Club Racing specified wing is used (GT2 *and* GT3 only), it shall comply with the following:

E. Specifications: Unmodified single element Liebeck airfoil #1LD104E scaled to a chord length of 10.75 inches.

- The maximum cross-sectional tolerance of the wing profile is 0.060 inch.
- *In GT2 only*, a maximum 0.50 inch Gurney tab is allowed at the trailing edge of the wing element. The tab must be mounted 90 degrees to the upper wing surface. No air may pass between the tab and the wing.
- The wing end plates must fit within a rectangle measuring 11.00 inches long by 4.00 inches tall. No portion of the wing element or tab may extend beyond the perimeter of the endplate. The endplates must be mounted parallel to the vehicle centerline, and must be perpendicular to the ground. Endplates must be flat, with no curvature or Gurney tabs.
- GT2: The maximum width of the entire wing assembly (wing element, endplates, Gurney tab (GT2), and mounting hardware) is 68.00 inches but no wider than the rear body width including fender flares.
- GT3: *The maximum width of the entire wing assembly (wing element, endplates, and mounting hardware) is 64.00 inches but no wider than the rear body width including fender flares.*

F. Wing mounting:

- GT2: The entire wing assembly must be mounted below the highest point of the roof or roll cage main hoop whichever is higher measured at the highest point.
- GT3: *The entire wing assembly must be mounted at least 4.00 inches below the highest point of the roof or roll cage main hoop whichever is higher measured at the highest point.*
- GT2 *and* GT3: The trailing edge of the wing assembly must be located within an area defined by a point; 6" forward of rearmost bodywork and the rearmost bodywork measured at vehicle centerline.
- Two wing mounting posts must be used, with each one located between 8"-20" inboard from end of wing. The exposed portion of the wing mounting posts shall not exceed 85 square inches each. Curved brackets will be measured as if they're in a flat plane as viewed from the side. Mounting brackets are to be included in measurement.
- The maximum wing angle from horizontal is 30-degrees.

(April 1 minutes, published May FasTrack, amended April 26-27 & May 6 minutes, published June Fastrack)

Improved Touring

Item 1. Effective 1/1/09, change section 9.1.3.C by deleting the fifth paragraph as follows:

The Vehicle Identification Number (VIN) shall correspond with the automobile classified, and will determine the model and type for competition purposes. A minimum of two (2) VIN plates and/or stampings is required.

(November 2-3 minutes, published December Fastrack)

Item 2. Effective 1/1/09: Reclassify the Stratus to ITB at 2,870 lbs
(March 4 minutes, published April Fastrack)

Item 3. Effective 1/1/09, reclassify the 1985-89 Toyota MR2 to ITB at 2,525 lbs.
(April 26-27 & May 6 minutes, published June Fastrack)

Production

Item 1. Effective 11/1/08, change section 9.1.5.E.11.a as follows:

The use of a fuel cell is required unless the stock fuel tank is located between the axle centerlines and within the main chassis structure (i.e. frame rails, etc.). ~~Fuel cells are required on all Production Category cars, unless the car uses a stock plastic (non-metal) fuel tank which installed in its stock location, has the centerline of the fuel tank located between the axle centerlines of the car and between the frame rails.~~ When the **stock** fuel tank is retained, it must be installed in its **stock** location, **additional** retention straps and other protection can be mandated on a car-by-car basis. Fuel cell mounting, location and fuel cell or **stock** fuel tank filler cap and vents, must meet the **specifications** of the GCR section 9.3.26.

(April 26-27 & May 6 minutes, published June Fastrack)

American Sedan

Item 1. Effective 11/1/08: Change section 9.1.6.D.1.g.1 as follows:

Cam timing, timing chains, ~~gears,~~ woodruff keys, dowel pins, and sprockets are unrestricted. Double row chains may be substituted for single row chains. *Timing belts and timing gears are prohibited, unless fitted as original equipment.*

(April 1 minutes, published May Fastrack)

Item 2. Effective 11/1/08, change section 9.1.6.D.7.h as follows:

Underhood bracing on stock hoods may be modified or removed. *Fiberglass hoods, including cowl hoods up to 3 " may be used. Otherwise, the external profile of the hood shall remain stock. Ram air openings and rear openings must be blocked off to prevent passage of air.*

(April 26-27 & May 6 minutes, published June Fastrack)

Showroom Stock

Item 1. Effective 11/1/08: Add new section 32 to section 9.1.7.E as follows:

32. Cosmetic plastic engine covers may be removed.

(January 8 minutes, published February Fastrack)

Item 2. Effective 11/1/08: Add new section 24 to section 9.1.7.E and renumber subsequent sections:

24. Stock replacement brake rotors may be obtained from sources other than the manufacturer provided they are the exact equivalent of the stock rotors.

(January 8 minutes, published February Fastrack)

Item 3. Effective 11/1/08, change section 9.1.7.B as follows:

~~Cars eligible for competition in a given year are those classified by the Club Racing Board by December 31st of the previous year. The Club Racing Board may reclassify cars during their first year of competition, effective the following year. Cars classified will be approved by ARB, EPA and DOT for sale in the United States. They shall be models intended to be available to the general public for purchase.~~

~~Current model year cars will be eligible for classification consideration if they are available to the general public through the normal dealer network by March 1st of the model year.~~

~~To be considered for classification a factory workshop manual or its equivalent and a Motor Vehicle Manufacturers Association (MVMA) "Manufacturers Motor Vehicle Specifications" form or equivalent, the Official SCCA Vehicle Technical Sheet (VTS), shall be on file with the Club Racing~~

~~Department. Should the factory workshop manual not be available by December 31st of the year of classification, the official SCCA VTS shall be considered sufficient for the purposes of classification and shall be supplanted by the factory workshop manual or its equivalent (See TCS Section 9.1.10.B) when it becomes available. Copies of the official SCCA VTS sheets may be acquired from the SCCA National Office Technical Department.~~

~~If the manufacturer certifies that there are no technical changes between model years of a previously classified car, the factory workshop manuals or equivalent and the Official SCCA VTS on file at the National Office shall be considered sufficient for classification and compliance purposes. The certification shall become a permanent record of the classification in the National Office Technical Department.~~

Only those cars listed each year are eligible to compete. No updating or backdating of cars, models, specifications, and/or components thereof shall be permitted. Additions and deletions of automobiles shall be at the discretion of the SCCA. ~~Automobiles sold by the Manufacturer/Distributor that are designated not for public use or cannot be licensed are not allowed in SS classes.~~ The vehicle identification number (VIN) shall correspond with the model automobile classified. VIN plates or stampings shall remain in place. There must be a minimum of two (2) VIN plates or stampings that correspond with the model automobile classified. The tenth (10) position letter of the VIN determines the model year of the car ("W" = 1998, "X" = 1999, "Y" = 2000, "1" = 2001, "2" = 2002, "3" = 2003, etc.).

(April 26-27 & May 6 minutes, published June Fastrack)

Spec Miata

Item 1. Effective 11/1/08: Change the second paragraph of section 9.1.8.C.7.i as follows:

To improve driver exit through the window area, the driver vent window and ~~vertical~~ vent window supporting *frame* may be removed as a pair. If removed, ducting may be in the passenger side vent window only.

(April 1 minutes, published May Fastrack)

Item 2. Effective 11/1/08: Change section 9.1.8.C.6.d.m as follows:

The front track shall not exceed 1450mm. The rear track shall not exceed 1465mm for the 90-97 model years and 1475mm for the 99-05. Track may be changed to accommodate larger tires, provided that there is safe tire/fender/chassis clearance under all conditions of steer, bump, and rebound. Aftermarket wheel studs, lug nuts, and wheel spacers are permitted. If spacers are used they shall be no greater than 13mm and equal on all four corners (i.e., no offset stagger side to side).

(April 1 minutes, published May Fastrack)

Sports Racing

Item 1. (CSR) Effective 1/1/09, change the name of Sports Racer SCCA to Enterprises Sports Racer.

(March 4 minutes, published April Fastrack)

Touring

Item 1. Effective 11/1/08: Add new section 6 to section 9.1.10.D.6.a. as follows:

6. Stock replacement brake rotors may be obtained from sources other than the manufacturer provided they are the exact equivalent of the stock rotors.

(January 8 minutes, published February Fastrack)

Item 2. Effective 11/1/08, change section 9.1.10.C.3 as follows:

~~Cars eligible for competition in a given year are those classified by the SCCA Club Racing Board by December 31 of the previous year. Cars classified shall have been approved by the ARB, EPA, and DOT for sale in the United States, and shall be models intended to be available to the general public for purchase.~~

a. The Club Racing Board may classify any particular model of a car, and may permit specific factory options for that car. Such options shall be listed on the Specification Line for that vehicle. No unlisted models or factory options are eligible. If no specific model or options are listed on said line, the classified car shall be the base model with no options. Converting a car delivered with an automatic transmission to a manual transmission is allowed as long as all components which differ, including, but not limited to, radiator, springs, engine management systems, final drive ratio, etc., are converted to manual transmission specification.

~~b. To be considered for Classification, a factory workshop manual and a Motor Vehicle Manufacturers Association (MVMA) "Manufacturers Motor Vehicle Specifications" form, or its equivalent, the official SCCA Vehicle Technical Sheet (VTS), shall be on file with the Club Racing Department. Should the factory workshop manual not be available by December 31st of the year of classification, the official SCCA VTS shall be considered sufficient for the purposes of classification and shall be supplanted by the factory workshop manual or its equivalent (See TCS 9.1.10.B) when it becomes available. Copies of the official SCCA VTS may be acquired by the SCCA National Office Club Racing Technical Services Department.~~

~~If the manufacturer certifies that there are no technical changes between model years of a previously classified car, the factory workshop manuals or equivalent and the official SCCA VTS on file at the National Office shall be considered sufficient for classification and compliance purposes. The certification shall become a permanent record of the classification in the National Office Club Racing Technical Services Department.~~

a e. Only those cars listed each year are eligible to compete. Additions and/or deletions of automobiles shall be at the discretion of the SCCA.

b d. "Special Performance" specifications from the manufacturer which go beyond those listed in the Touring Specifications book will not be considered valid. Any manufacturer determined to be supplying false specifications to competitors or to the SCCA may be advised that said specifications may be withdrawn or the eligibility of the car(s) involved shall be terminated. The Club Racing Board is authorized to implement these terminations on an immediate basis without the approval of the Board of Directors.

c e. In the case of service circulars, recalls, etc., the burden of proof of validity shall be upon the competitor.

(April 26-27 & May 6 minutes, published June Fastrack)