

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 10/1/09: Change section 3.1.7 as follows:

... They shall not be open to any driver except students undergoing instruction, holders of licenses from clubs listed in the Note of section 3.1.5, and their instructors. ...

Item 2. Effective 10/1/09: Change the first sentence of section 4.4.3.D as follows:

Completion of a course at an SCCA accredited private driving school may be submitted in lieu of one SCCA Driver's School *per approved accredited private school course completed (not to exceed two)*, and ...

Item 3. Effective 10/1/09: Change section 9.3.12 as follows:

CAMERA MOUNTS The mounts for video / photographic cameras shall be of a safe and secure design. The body of the camera ~~or (recording unit)~~ *that weighs more than 8 oz* shall be secured at a minimum of two (2) points on different sides of the camera body, neither of the attachments may be elastic or plastic. If a tether is used to restrain the camera, the tether length shall be limited so that the camera can not come in contact with driver. ~~These rules of attachment do not apply to the remote lens of "lipstick" cameras, which weighs approximately 2 oz. The remote lens of these cameras may be secured with items such as cable ties and racer's tape.~~ Helmet mounted cameras are prohibited regardless of size, weight, or location of camera on the helmet.

Item 4. Effective 10/1/09: Change section 9.3.26 as follows:

... All safety fuel cells shall be constructed and certified in accordance with the FIA FT-3 or higher (FT-3.5, FT-5, etc.) specifications. *Alternatively, safety fuel cells shall be constructed in accordance with FIA FT-3 or higher specifications and tested to those requirements by an independent facility as witnessed and certified by a Professional Engineer. The results of these tests shall be submitted to the Club Racing department for inclusion on a list of approved suppliers.* All safety fuel cells shall consist of a foam-filled fuel bladder enclosed in a metal container at minimum.

Item 5. Effective 1/1/10: Add the following to the end of section 3.1.8.D:

Roll cages for existing vintage cars must, at a minimum, meet the 1972 requirements as stated in the Vintage GCR. Newly constructed "vintage" car roll cages must meet current GCR requirements.

Item 6. Effective 1/1/10: Add the following to the end of section 9.3.11:

Brake rotors must be metallic (in other words, carbon fiber, ceramic, and other non-metallic rotors are not permitted).

Item 7. Effective 1/1/10: Change section 3.1.2.C and D as follows:

C. The practice sessions, *if any*, for both Nationals may be combined into a single session.

D. *The total time for the combined all practice and qualifying sessions must be a minimum of 70 minutes; however, "hardship" sessions may not be included in this time.*

Item 8. Effective 1/1/10: Replace section 8.1.4 as follows:

~~To obtain a determination on the legality of a vehicle or component without filing a formal protest, a member may request such a ruling from the Club Racing Office. The Chairman of the Stewards program will then convene a first court. The protest and appeal procedures described in section 8.3 and 8.4 apply except that penalties or penalty points will not be assessed in the event of a negative ruling.~~

~~Each court (first and appeals, as applicable) will consult the Club Racing Board for expert technical testimony. After receiving the decision of the first court, the member may do one of the following:~~

~~• Request court of appeals review, and provide additional evidence to the court of appeals, if desired.~~

~~• Withdraw a request for court of appeals review, if previously made~~

~~A non-compliant ruling will be published; a compliant ruling will not be published.~~

~~The fees for this service are as follows:~~

~~• First Court \$125~~

~~• Appeals Court \$175~~

~~A portion of these fees may be refundable at the discretion of either or both courts.~~

A member may request a determination on the compliance of his vehicle or its components through the Club Racing Department.

A. *Upon receiving a request, the Chairman of the Stewards' Program will convene a review committee. The committee will consult with the Club Racing Board for expert technical testimony prior to determining the compliance of the item(s) in question. The review committee will convey their decision to the member, and notify the Chairman of the Stewards' Program, who will then forward the decision to the appropriate parties in the SCCA, including the Court of Appeals.*

B. *The Court of Appeals will consider the request and the committee's decision. The member may submit additional evidence to the CoA after receiving the review committee's decision.*

In its review, the CoA will consult with the Club Racing Board for expert technical testimony prior to determining the compliance of the item(s) in

- question. The CoA will render their decision to the member, and the Chairman of the Stewards' Program.
- C. Penalties or penalty points will not be assessed in the event of a negative ruling.
- D. A non-compliant ruling will be published; a compliant ruling will not be published. Court of Appeals decisions on technical compliance are effective for the calendar year during which they are rendered, and are superseded by the following year's edition of the GCR.
- E. The fee for this service is \$300. A portion of the fee may be refunded at the discretion of the Court of Appeals.
1. Effective 1/1/10: Add the following to the list of Prohibited Substances list in section 9.3.25.A:

3,3-dimethyl-1-butene	0.05%
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 2. Effective 1/1/10: Add the following second paragraph to section 9.3.25.A:
If a car is required to run diesel fuel, it will be noted on its specification line. Diesel fuels must have a dielectric constant between 2.2 and 4.9. Diesel fuels are subject to the same restrictions on prohibited substances as gasoline.
 3. Effective 1/1/10: Change section 9.3.31 as follows:
Exposed glass headlights shall be taped. Rear brake lights may be taped with transparent tape. Turn signals, front parking lights, backup lamps, and side marker lights may be taped or painted. ...
 4. Effective 1/1/10: Change section 9.4.5.G.3 as follows:
...with inner and outer reinforcements of a minimum of two 5-ounce laminates material of (fiberglass, carbon, or kevlar, etc.).
 5. Effective 1/1/10: Change Glossary B entries as follows:

Body: ~~All parts of the car licked by the air stream and situated above the belly pan/floor with exception of the roll bar or cage. For Formula and Sports Racing cars, further exceptions are those units definitely associated with the function of the engine or transmission. See Bodywork.~~

Body Panel: ~~A replaceable section of the body.~~

Bodywork: ~~See Body~~ All external panels that encase the frame, driver, engine, transmission, radiators, suspension pickup points, etc. Bodywork includes panels below the floor pan, and the bottoms of any side pods.

Formula/Sports Racing

- Item 1.** Effective 10/1/09: Revise SRF Section 9.1.9.C.23.L as follows:
A rain / brake light comprised of a single standard trailer oval lamp, 2-1/4 inches x 6-1/2 inches, with incandescent or LED illumination is required in the original roll hoop mounting location. No changes may be made to the original 3-pin connector on the wiring harness. The secondary filament of the brake light assembly shall be connected to a switch enabling use as a rain light. by 1/1/95.

Item 2. Effective 10/1/09: Change section 9.1.9.A.2.a.12 as follows to permit full tunnels in 2-seat cars as they are in single seat cars:

Two-seat sports racers using up to 2.0 liter 4 cylinder, 4 cycle engines are eligible to compete in the C Sports Racer class subject to the following restrictions.

Chassis shall be constructed to either of the following specifications:

FIA Technical Regulations for Production Sports Cars – Group CN, Appendix J, Article 259, and the requirements of GCR 9.4.5.A, 9.4.5.B and 9.4.5.C., *except that undertrays are unrestricted.*

The C Sports Racer class specification, ~~with the exception that the requirements of 9.1.9.B.3.d must also be met.~~

Engines shall meet the requirements of line ~~BB~~ J in the engine table.

Item 3. Based on member input, the April *FasTrack* item for the S2 recommendation for specifying weight with an alternate camshaft at 1,335 lbs requires the following change:

Effective 10/1/09: Add the following after the 4th sentence of S3 section

9.1.9.B.5.a:

An alternate optional camshaft, Elgin part number 2000FC, may be used only in the original iron head.

Item 4. Effective 10/1/09: Add the following to S2 section 9.1.9.B.14:

B.14. Weight

1310 lbs., minimum.

1335 lbs., minimum with aluminum cylinder head.

1,335 lbs minimum with alternate camshaft

Item 5. Effective 1/1/10: Add the following to Table 2 in FA section 9.1.1.A:



Recommended Rule Changes (September 09)

Car	Engine	Wheel Width (in) ± .060	Aero	Transmission	Weight (lbs)	Notes								
Swift 016	2.3 liter Mazda Duratec	(F) 10 (R) 14 Min. & 15 in Max.	See notes	5 speed sequential	1420	<ul style="list-style-type: none"> • Drivers must have a copy of Appendix A provided by Swift Engineering available to present to Tech at their request • Engine The 2.3 Liter Mazda Duratec Engine and ECU is unrestricted with the exception that a 32mm SIR must be used with a sealed air box (part no. FA11016INT) supplied by SCCA Enterprises. • Dimensions <table style="margin-left: 20px; border: none;"> <tr> <td>Wheel Base</td> <td style="text-align: right;">109.3 inches (277.6 cm)</td> </tr> <tr> <td>Overall Length</td> <td style="text-align: right;">177.1 inches (449.8 cm)</td> </tr> <tr> <td>Overall Width</td> <td style="text-align: right;">Front: 76.0 inches (193.0 cm)</td> </tr> <tr> <td></td> <td style="text-align: right;">Rear: 75.8 inches (192.5 cm)</td> </tr> </table> • The overall width will be measured at the wheel hub center by projecting a vertical plane from the widest outside rim surface. • Other Dimensions: Reference Appendix A illustrations provided by Swift Engineering. • All dimensions of the car within this table and Appendix A shall have a tolerance of + or - 0.2 inches. • The bodywork may not be modified in shape or size; however, replacement bodywork may be supplied by sources other than Swift. • Wings <ul style="list-style-type: none"> • The wings and end plates may not be changed. The wings must have a Swift label visible on each wing showing the following part numbers: front wing (part no. 01612-0010), front flaps (part no. 01612-1021LorR), lower element, rear wing (part no. 01613-0010), and upper element, rear wing (part no. 01613-0013). All wings must conform to the wing angles and dimensions specified in the Appendix A illustrations provided by Swift Engineering. • Rear Wing Top Element The rear wing top element may be adjusted within the designed range of +2.0° to +16.0°. • Front Wing Main Plane and Rear Wing Lower Element At all times, the front wing and lower rear wing element must be maintained at the designed angle (as seen in illustrations 4 and 5 of Appendix A provided by Swift Engineering) relative to the chassis zero line. • Wickers Wickers/gurneys may be added to the top of the trailing edge of the front flaps, front main plane, and rear wing lower elements only, and may not be used on the rear wing upper element. They must be 90 degrees to the mounting surface and may be no more 0.500 inch high as measured from the upper surface of the wing element. Wicker/gurney height must remain constant across the width of the individual component span. No saw tooth wickers/gurneys are allowed. The trailing edge of wings and flaps may be drilled for the purposes of attaching wickers/gurneys. • All wing angles shall have a tolerance of + or - 0.3°. <p>Shocks absorbers must be Dynamic Suspension Model DSSV with S5 and S6 valving in the front shock absorbers and S3 and S4 valving in the rear shocks absorbers.</p>	Wheel Base	109.3 inches (277.6 cm)	Overall Length	177.1 inches (449.8 cm)	Overall Width	Front: 76.0 inches (193.0 cm)		Rear: 75.8 inches (192.5 cm)
Wheel Base	109.3 inches (277.6 cm)													
Overall Length	177.1 inches (449.8 cm)													
Overall Width	Front: 76.0 inches (193.0 cm)													
	Rear: 75.8 inches (192.5 cm)													

Item 6. Effective 1/1/10: Replace FV section 9.1.1.C.5.D.29 as follows:

~~An oil sump extension may be fitted utilizing the oil strainer cover plate, provided the extension does not extend horizontally beyond the edge of the oil strainer cover plate and the capacity does not exceed 250cc. The oil pump pickup pipe may be extended into the sump extension. Accumulators (Accusump) may be fitted.~~

An oil sump extension may be fitted to the engine. In operation, all movement of oil and crankcase air in and out of the extension shall be through the original oil strainer cover opening of the engine case. No additional openings in the extension are allowed above the plane of the oil strainer flange of the engine case. The oil pump pickup pipe may be extended into the sump extension. Any baffling is allowed within the extension and may extend between the engine case and the sump extension through the original oil strainer opening. Any sump extension with an internal volume exceeding 250cc may not extend below the frame rails of the chassis when viewed from the side. Accumulators (Accusump) may be fitted.

Item 7. Effective 1/1/10: Change FF section 9.1.1.D.6, 9.1.1.D.7, and 9.1.1.D.8 as follows:

D.6. Chassis/Frame

Formula Ford 1986 construction requirements as of January 1, 1986 as revised January 1, 2010. All new Formula Ford cars are to be built to these specifications covered in D.6. through D.7.h. (Also required for Formula 2000.)

- a. ~~The chassis shall be of steel space-frame construction. Monocoque-type structures are prohibited. Stabilized (honeycomb) or composite (carbon fiber or Kevlar) materials are not permitted, except as specifically authorized within these rules. Forward-facing braces that protecting the driver's legs and feet shall extend from the front roll hoop to the front bulkhead. (The front bulkhead is defined as the furthest forward transverse section of the main frame.) (The front bulkhead is defined as the transverse section of the frame immediately ahead of the pedals and drivers feet.)~~ The soles of the driver's feet shall not extend beyond the front edge of the wheel rims (in normal position; (i.e., pedals not depressed) and shall remain behind the front bulkhead. The lower main frame rails shall be a minimum of twenty-five (25) centimeters (9.84") apart (inside dimension) from the front bulkhead to the rear roll hoop.

Monocoque-type structures are prohibited.

A stress bearing floor pan constructed from a minimum of .060" heat treated aluminum sheet or eighteen (18) gauge steel sheet is required. At a minimum, it shall extend from the front bulkhead to the rear roll hoop bulkhead. The floor pan may be constructed in multiple sections.

~~Sheet materials attached to the frame by welding, bonding, or by rivets or threaded fasteners which are located closer than six (6) inch centers, are defined as stress-bearing panels. Composite or stabilized materials shall not be used for stress-bearing panels. The mountings for brake and clutch pedals and cylinders (front bulkhead), instruments, (front roll hoop bulkhead), and~~

rear roll hoop bulkhead (behind the driver) may also be stress-bearing panels. ~~No other stress-bearing panels are permitted.~~

The front bulkhead, forward roll hoop (dash hoop) bulkhead and main hoop bulkhead may also utilize stress-bearing panels. No other stress-bearing panels are allowed.

Stress-Bearing Panel Definition: Any sheet material that is attached to the frame by welding, bonding, riveting, threaded fasteners, or any combination thereof, the centers of which are located closer than six (6) inches ~~are defined as stress-bearing panels~~. No materials other than aluminum or sheet steel are allowed for use as stress-bearing panels. Stabilized materials (honeycomb) are not permitted as stress-bearing panels.

- b. The area between the upper and lower main frame tubes from the front roll hoop bulkhead to the rear roll hoop bulkhead shall be protected by one of the following methods to prevent the intrusion of objects into the cockpit.
1. Panel(s), minimum of either .060" heat treated aluminum (6061-T6 or equivalent) or eighteen (18) gauge steel, attached *to the* outside of the main frame tubes. *No other material types will be allowed for these panels.*

2. Reinforced body - at minimum, consisting of ~~a double~~ *two* layers of five (5) oz., bi-directional, laminated Kevlar material incorporated into the body which shall be securely fastened to the frame. *(5 layers highly recommended.)*

For either method, fasteners shall be no closer than six (6) inch centers (no stress-bearing panels). The material used for the chassis braces in this area shall be at least equivalent to the roll hoop brace material.

~~A stress-bearing floor pan/undertray, minimum of .060" heat treated aluminum or eighteen (18) gauge steel, is required; at a minimum this shall extend from the front bulkhead to the rear roll hoop bulkhead. Its curvature shall not exceed one inch.~~

- dc ~~The firewall portion of the rear roll hoop bulkhead (panel) shall extend the full width of the cockpit and be at least equal to the top of the carburetor in vertical height. A firewall(s) between the drivers' compartment (cockpit) and the engine compartment is required. It shall extend the full width of the cockpit from the floor pan to, at a minimum, a height equal to the top of the carburetor. Forward facing ducts may be installed for the purpose of to delivering air directly to the engine compartment. Air duct openings may be located within the cockpit provided the firewall is extended to prevent the passage of flame and debris from reaching the driver. (Any shape may be used to form firewall extension.) All firewall inlets shall prohibit passage of flame and debris.~~

- d. Brackets for mounting components, such as the engine, transmission, suspension pickups, instruments, clutch and brake components, and body panels, may be non-ferrous, of any shape, and attached to the frame in any manner.

- e. *Impact Attenuators. See GCR 9.4.5.g.*

- f. *No engine oil or water tubes are allowed within the cockpit, except for shielded (stainless steel braid) mechanical oil pressure lines. Chassis tubes shall not be used as oil or water transport tubes.*

D.7. Bodywork

For the purposes of these rules, "bodywork" includes all external panels that encase the frame, driver, engine, transmission, radiators, suspension pickup points, etc., that are licked directly by the air stream. Bodywork also includes panels below the floor pan, and bottoms of any side pods.

- a. The bodywork opening giving access to the cockpit 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.
- b. The driver's seat shall be capable of being entered without the manipulation or removal of any part or panel, *with the exception of the steering wheel and/or drivers head surround. The steering wheel and the surround must be removable by the driver and/or safety workers without the use of any tools. Readily legible removal instructions for safety workers are recommended.*
- c. Bodywork (including ~~fuel tanks~~ *undertrays, floor pan, spoiler and any attached components except for suspension components*) shall not exceed a maximum width of 95cm (37.44 inches). No part of the bodywork, rear spoiler, or exhaust system shall extend more than 100cm (39 inches) behind the centerline of the rear axle *nor exceed in height a horizontal plane 90cm (35.4 inches) above the ground with the car as qualified or raced with the driver on board. The safety roll bar/roll cage and engine air box are not included in these restrictions.* Bodywork shall not increase in width behind the centerline of the rear axle in any horizontal section.

There shall be no forward facing gaps or openings in the bodywork with the exception of those necessary for engine cooling, engine air inlet, shock, or brake cooling. All bodywork shall be firmly attached to the chassis.

For Formula Ford, a wing shall be defined as any shape that has a leading edge and a trailing edge and creates downforce. Wings and other airfoil devices ("dive planes, etc.), which whose primary purpose are to create aerodynamic downforce, are prohibited. ~~No extension of the undertray or attached components for the purpose of downforce or ground effects are permitted.~~ Any part of the car which has an influence on the aerodynamic stability of the vehicle shall be firmly attached with no provisions for adjustment to vary downforce. ~~except that a~~ A single rear spoiler, which may be capable of adjustment, is permitted. Cockpit adjustment is not permitted. This spoiler shall be no wider than the surface to which it is attached, and there shall be no gap between the spoiler and the body surface to which it is attached.

- ~~d. No part of the bodywork or rear spoiler shall exceed the height of a horizontal plane 90cm (35.4 inches) above the ground, with the car as qualified or~~

raced, with driver aboard. The safety roll bar/roll cage and engine air box are not included in this height restriction.

- ed. It is the intent of these rules to minimize (*not eliminate*) the use of “ground effects”. A reference area is defined by the full width of the lowest surfaces of the car licked by the air stream between the front and rear axle centerlines. These surfaces may include the floor pan, undertrays, side pod bottoms and any essentially horizontal bodywork that is included in the lowest surfaces licked by the air stream. Within this defined area, the lowest surfaces licked by the air stream must be flat with a tolerance of 2.54cm.

The perimeter of any defined area surface that transitions vertically to any bodywork may use a maximum 1” radius. Mirrors and any primarily vertical bodywork (e.g., cockpit sides) that extend laterally past the outer edges of the floor pan and/or undertrays shall not be subject to this 2.54 cm rule.

It is the intent of these rules to minimize the use of “ground effects”. Thus, for the full width of the body between the front and rear axles, the lower surface (surface licked by the airstream) shall not exceed 2.54cm (1 inch) deviation from the horizontal in any longitudinal section through that surface. (This is not to be interpreted as requiring a floor pan beneath the motor, transaxle, transmission, or final drive housing.) Diffuser undertrays or venturi tunnels are prohibited. No aerodynamic devices (e.g., skirts, body sides, etc.) may extend more than 1cm (0.394 inches) below the lower surface of the floor pan to the rear of the front axle. Seat buckets or other protrusions shall not circumvent this rule. It is not permitted to duct air through any part of the bodywork for the purpose of providing aerodynamic downforce on the car. All ducted air for heat exchangers (water/oil) shall pass through those heat exchangers.

The undertray aft of and below the differential centerline shall be a maximum of 16” wide and shall be unrestricted in regards to curvature but shall not have any down-turned vertical fences or intermediate vertical strakes. It shall not extend horizontally beyond the vertical body surfaces in this area. An undertray in this area is not required.

Fairings for streamlining suspension pickups are not subject to this rule; however, such fairings shall be symmetrical about their horizontal axis.

Measurement for compliance of the defined area shall be performed as follows:

A non-flexible straight-edge bar shall be placed against the lower surface of the floor pan in a suitable section (unworn and flat enough to prevent rocking of the bar). from which the bar can be oriented to measure all parts of the lower surfaces. The competitor shall be responsible for the availability of such a surface. The bar shall be of sufficient length to reach all portions of the defined area from that surface. If an undertray or side pod bottom is situated below the bottom surface of the floor pan, it shall serve as the reference from which the vertical variation measurements are taken.

All measurements shall be taken vertically from the reference bar to the lower surfaces. The maximum vertical distance from the bar to any lower surface shall be 2.54 cm.

Shaping of the lower surfaces to create by providing "venturi" type tunnels is prohibited.

No aerodynamic devices (e.g., skirts, body sides, skid "planks", undertrays, skid blocks, etc) may extend more than 1 cm (.394 inches) below the defined lower surface of the floor pan aft of the front axle centerline.

- e. *The engine bay undertray and any side pod bottom extensions shall not extend rearwards past the rear axle centerline, with the exception of a section directly under the gearbox or gearbox bodywork enclosure*

It is not permitted to duct air through any part of the bodywork for the purpose of aerodynamic downforce. All ducted air for heat exchangers shall pass through those heat exchangers.

- f. Fuel cell air vents shall be located at least 25cm (9.84 inches) to the rear of the cockpit.

Carbon fiber is not permitted in any external bodywork, or for any internal air ducts (e.g., radiator ducts, engine area cooling and engine air intake ducts, shock or exhaust cooling ducts). Cockpit interior panels and mirrors are not subject to this restriction. Kevlar may be used for reinforcement of any bodywork.

- h. Fuel cell vents shall be located at least 25cm (9.84 inches) to the rear of the cockpit. Fuel cell requirements per GCR Section 9.3.26.

D.8. Suspension

Suspension is defined as the system of springs, shock absorbers, control arms, links, etc., supporting the vehicle on its axles. Sway bars, sway bar links, steering components, etc., are not classified as suspension for this discussion.

All suspension components shall be of steel or ferrous material, with the exception of hubs, hub adapters, hub carriers, bell cranks, pivot blocks, bearings, and bushings, *spring caps, abutment nuts, shock absorber caps and nuts.*

Titanium and carbon fiber are prohibited.

Front and rear hub carriers shall be only steel or aluminum alloy for cars manufactured after January 1, 1983. *(applies to FF only)* Springs shall be steel only.

Control arms and all associated items ~~which~~ *that* attach directly to the chassis members shall be boxed in or captured to prevent intrusion into the cockpit.

Shock absorbers: Design - unrestricted; ~~C~~ casing ~~M~~ material: steel or aluminum alloy.

All components ~~which~~ *that* are not defined as chassis/frame or suspension are unrestricted, unless otherwise restricted by these rules or the GCR. Titanium is prohibited. *Carbon fiber is prohibited*

It is not permitted to attach spoilers, fairings or other devices ~~which~~ *that* may exert downforce to the movable suspension members. If the suspension member is of streamline or airfoil cross section, it shall be symmetrical about its horizontal axis. Brake lines may be attached to ~~the~~ suspension members. *Brake lines may be enclosed in a symmetrical fairing.*

Item 8. Effective 1/1/10: Change S2000 section 9.1.9.B.7 as follows:

B. 7. Brakes

~~Brake calipers and rotors must be ferrous. Brake system otherwise unrestricted.~~

- a. Only the following ferrous calipers are permitted: AP LD19, AP LD20, AP LD65, ICP-20L/R, ICP-65R, ICP-14F, and Girling 14F.
- b. Aluminum alloy calipers of two-piece construction (split into two halves that are fastened together by bolts) having no more than 4 pistons and 2 brake pads are permitted. Spacers placed between caliper halves to adjust for rotor width are permitted. Maximum one caliper per wheel.
- c. Brake rotors must be ferrous. Rotor hats / bells must be ferrous or aluminum alloy.
- d. Brake system otherwise unrestricted.

Item 9. Effective 3/1/10, modify 9.1.1.D as follows to allow the use of the Honda Fit 1500 engine in Formula Ford. Sections from the current D.3 onward will be renumbered. Where specifications are listed as to be supplied, they will be included before transmittal to the BoD for approval.

D. FORMULA FORD PREPARATION RULES

NOTE: Contained herein are the 1986 Formula Ford chassis construction requirements (see D.6 and D.7).

Definition

- a. A formula for single-seat, open-wheel racing cars using standard Ford 1600 “crossflow” pushrod engines, or a Honda Fit 1500 (L15A7) overhead cam engine, with firewall, floor, and safety equipment conforming to the GCR.
- b. Formula Ford is a Restricted class. Therefore, any allowable modifications, changes, or additions are as stated herein. There are no exceptions. IF IN DOUBT, DON'T. Homologation is required for all cars registered after January 1, 1983.
- c. ~~Two~~ Three engines are allowed in Formula Ford:
 1. The Ford 1600 GT “Kent” pushrod “crossflow” as installed in the Ford Cortina in 1971 and later. The Kent engine specifications are contained in D.1.
 2. The Ford 1600 GT “Cortina” engine as installed in the Ford Cortina through 1970. The Cortina engine specifications are contained in D.2.
 3. The Honda Fit (L15A7) 1500cc overhead cam engine as installed in a Honda Fit, all models, from 2009 onward. The Honda Fit engine specifications are contained in D.3.

D.3. Honda Fit 1500 (L15A7) Engine

a. General

1. No modifications to this engine are allowed except where specifically authorized within these rules. This includes, but is not limited to, all fuel injection and engine management components, electrical, cooling and lubrication systems. All systems are subject to test procedures and must conform to OEM specifications as stated in the Honda Fit factory service manual, Honda PN 61TK600 and all superseding years, or as specified in these rules. The factory service manual or its equivalent is required to be in the possession of each entrant. The manual may be

the form of printed material, microfiche, CDs, DVDs and/or Internet access to manufacturer sponsored web-based databases.

2. *Permitted engine maintenance includes the replacement, but not modification, of external engine and engine systems parts.*
3. *All rubber fluid lines may be replaced with braided metal-covered (Aeroquip type) lines. Hose clamps maybe installed on the rubber oil lines.*
4. *No balancing, lightening, polishing or other modification of moving parts of the engine is permitted.*
5. *Only stock Honda manufactured gaskets and seals as specified in the Honda Fit factory service manual are permitted (Including, but not limited to, head gasket, intake runner gaskets and O-rings, restrictor plate gasket, and intake and exhaust gaskets).*
6. *For all Honda part numbers in these specifications, superceding part numbers are considered equivalent.*

b. Block

1. *The only permitted cylinder block is Honda PN: 11000-RP3-810*
2. *Honing of cylinders is permitted to a maximum diameter of 73.065 mm (2.8766"). Fitting of cylinder sleeves is prohibited. Re-boring to over size is prohibited.*
3. *Block must use stock main bearing caps, girdle and hardware as supplied.*

c. Crankshaft

1. *The stock Honda Fit crankshaft, Honda PN: 13310-RB1-000, must be used with no modifications allowed.*
2. *Minimum weight: 27. 6 lbs.*
3. *Maximum stroke at piston: 89.4mm (3.520")*
4. *Main and rod bearings must not be modified in any way. OEM bearings must be used from within the standard range as allowed in the Honda Fit factory service manual.*
5. *The crank pulser must not be altered in any way.*
6. *The crank pulley/balancer must not be altered or modified in any way.*
 - a. *Minimum weight: 3.90 lbs.*
 - b. *Honda PN: 13810-RB0-003.*

d. Connecting Rods

1. *Stock Honda Fit connecting rod must be used PN: 13320-RB1-000.*
2. *Minimum connecting rod weight: To be supplied by HPD.*
3. *Connecting rod length center to center: To be supplied by HPD.*

e. Pistons

1. *Honda Fit OEM standard size pistons, PN: 13010-RB1-000, must be used.*
2. *The use of over size pistons is not permitted.*

3. *Piston dimensions and weights:*
 - a. *Maximum standard piston diameter, measured at a point 16mm from the bottom of the skirt: 72.990mm (2.8736").*
 - b. *Centerline of wrist pin to crown: To be supplied by HPD.*
 - c. *Overall height: To be supplied by HPD.*
 - d. *Minimum weight: To be supplied by HPD.*
 - e. *Weight of piston pin: 67 grams.*
 4. *Piston Rings must be as used in the Fit engine. The only modification allowed is ring end gap width. Two compression rings and one 3 piece oil control ring must be used.*
 - a. *The standard ring pack PN 13011-RB1-004 (Riken) or 13011-RB1-006 (Nippon).*
 - b. *No modification of the piston is permitted for the installation of rings.*
 - c. *Ring groove widths. To be supplied by HPD.*
- f. Cylinder Head**
1. *The only permitted head is Honda PN: 12200-RB0-G00.*
 2. *The gasket face of the cylinder head may be resurfaced provided the maximum compression ratio is not exceeded or to a service limit of 0.2mm (0.008") based on a height of 120mm (4.72").*
 3. *The cylinder head must not be ported, polished or machined. The original casting must not be modified in any way or polished.*
 4. *Head gasket to be stock Honda Fit PN: 12251-RB0-004. Minimum compressed thickness of 0.76 mm +/- 0.05mm.*
 5. *Cylinder head breather restrictor must be used as supplied by HPD, unmodified. Size to be determined by HPD.*
- g. Camshaft**
1. *The only permitted camshaft is PN: 14110-RB1-J00*
 2. *The cam gear must be as supplied in the Fit, PN: 14211-RB0-J00. Cam timing must not be altered; the timing chain must be installed as specified in the Honda Fit factory service manual. The timing chain/sprocket cover may not be altered.*
 - a. *Timing chain Honda PN: 14401-RB1-003.*
 - b. *Case assembly, chain (sprocket cover) PN: 11410-RB1-000*
 - c. *Cam timing at lobe centers: To be supplied by HPD.*
 3. *Camshaft profile and lobe centers shall be checked using the official procedure published by the SCCA.*
 4. *Cam lobe heights: Intake, Primary: 35.241mm, secondary: 36.173mm, exhaust: 35.471mm.*

5. Valve rockers must not be modified in any way. Honda PN: 14620-RB1-010 Arm Assembly, rocker.
6. The VTEC system must be stock. The VTEC activation valve, Honda PN: 15810RB0-G01, must be stock. The HPD ECU will activate the VTEC at RPM to be determined by HPD.

h. Valves

OEM valves must be as used in the Fit.

1. Dimensions
 - a. Inlet PN: 14711-RB0-000 Exhaust PN: 14721-RB0-000
 - b. Maximum diameter: Inlet: 28.15mm Exhaust: 23.15mm
 - c. Maximum overall length: Inlet: 119.15mm Exhaust: 117.85mm
 - d. Minimum stem diameter: Inlet: 5.45mm Exhaust: 5.42mm
2. Valve location or angle must not be moved.
3. Reshaping of the valves is strictly prohibited.
4. Valve guides may be replaced provided the position of the valve is not changed and the replacement guides are Honda OEM parts.
Inlet PN: 12204-PJ7-305 (over size)
Exhaust PN: 12205-PJ7-305 (over size).
5. It is permitted to replace or re-cut valve seats provided the valve seat angles are stock Honda three angle cut per the Honda Fit factory service manual.
6. Valve stem installed height must be per The Honda Fit factory service manual:
Intake maximum: 46.8mm. Exhaust maximum: 46.9mm.
7. Valve stem seals must be Honda OEM parts.
Honda PN: Intake: 12210-PZ1-004 seal A.
Exhaust PN: 12211-PZ1-003 or 12211-PZ1-004 seal B.

i. Valve Springs

1. Valve springs are Honda OEM as specified in the Honda Fit factory service manual.
 - a. Intake PN: 14761-RB1-003, free length: 48.55mm.
 - b. Exhaust PN: 14762-RB1-007, free length: 54.52mm.
2. Valve spring shims are not permitted.

j. Compression Ratio

The maximum compression ratio is 10.4 to 1 utilizing Honda Fit factory service manual limits. Cylinder and combustion chamber volumes: To be supplied by HPD.

k. Intake Manifold and Fuel System

1. The lower manifold must be stock Honda Fit PN: 17100-RB1-000. It is not permitted to add or remove material. No coating is permitted on the

exterior or interior of the manifold. (SCCA Club Racing will have a standard port model for comparison.)

- 2. The upper manifold, air box and throttle body assembly must be used as delivered from HPD. External throttle return springs are unrestricted.*
- 3. All gaskets and sensors utilized on the inlet manifold from head to throttle body must be Honda Fit OEM or HPD supplied. Part numbers to be supplied by HPD.*
- 4. The fuel rail and fuel pressure relief valve must be as supplied by HPD. Injectors must be stock Honda Fit OEM parts (PN 16450-RNA-A01).*
- 5. The Honda Fit engine is required to have an HPD supplied air inlet restrictor of specified internal diameter and thickness correctly installed within the intake system. The restrictor may not be modified in any way; the specified value can not be exceeded in any measurement of the diameter. The restrictor centerline or shape must not be altered. SCCA Club Racing will have go-no go gauges to verify that all competitors are in compliance. (The final mandated size of the restrictor will be determined once the final production engine is complete and power verified at Quicksilver RacEngines).*

I. Fuel Pump

The fuel pump is unrestricted.

m. Exhaust Manifold

- 1. The exhaust manifold must be as supplied by HPD.*
- 2. The exhaust manifold exit may be shortened within HPD specified limits to direct the tail pipe as necessary. The exhaust pipe must maintain a 2 inch outside diameter to from the manifold exit to its outlet and must meet 9.1.1.D.1.s.9.*
- 3. Exhaust coatings and wraps and heat shields may be used to control engine bay temperatures and protect other components.*

n. Lubrication System

- 1. The oil pan must be as supplied by HPD. No modifications are permitted.*
- 2. Oil feed pump must be stock Honda Fit. No modifications are permitted. Oil pressure may be adjusted for wear.
 - a. The oil pressure sensor location must be as supplied by HPD.*
 - b. It is recommended that oil pressure be maintained at the factory service manual specification.**
- 3. The scavenge pump must be as supplied from HPD. No modifications are permitted. Dimensions to be supplied by HPD.*

4. Scavenge drive pulleys must be as supplied by HPD. Drive belt manufacture is unrestricted provided the belt type and dimensions are as specified by HPD.
 5. Hose routing and filter system are unrestricted.
- o. Cooling System**
1. Water pump and water pump pulley must be stock Honda Fit parts. No modifications are permitted.
Honda PN: 19200-RB0-003 Pump, water.
Honda PN: 19224-RB0-000 Pulley, water pump.
 2. The water inlet and outlet at engine must be as supplied by HPD. The thermostat is unrestricted provided the housing is not modified. The thermostat bypass may be plugged.
 3. Drive belt manufacture is unrestricted provided it is designed for use with Honda Fit crank pulley.
 4. Radiator is unrestricted.
- p. Electrical Equipment**
1. The ECU and engine electrical harness must be as supplied by HPD. No modifications are permitted.
 2. The ECU will be a sealed unit supplied by HPD. The ECU maps and inputs must not be modified. The ECU is capable of being swapped in the case of a protest.
 3. Ignition coils must be stock Honda Fit, PN: 30520-RB0-003. No modifications are permitted.
 4. All sensors related to engine operating parameters and/or supplied by HPD must be used. These sensors and the wiring harness leads may not be altered or "piggy backed". Any sensors required for analog types gauges must be in addition to the HPD supplied sensors.
 5. The alternator must be stock Honda Fit. PN: 31100-RB0-004. The alternator drive pulley must be stock. Alternator connections must be through the HPD engine electrical harness only. The alternator must not be disabled and must be accessible to SCCA officials.
- q. Flywheel**
1. The stock Honda Fit flywheel must be used. No modifications are permitted except for normal resurfacing for clutch wear.
 - a. Stock Honda flywheel PN: 22100-RB0-005.
 - b. Minimum weight with ring gear: 14.4 lbs.
 2. The stock Honda Fit clutch must be used. No modifications are permitted.
 - a. Honda PN: 22300-RB0-005.
 - b. Minimum weight without friction disk: 7.0 lbs.

3. Stock Honda friction disk must be used. No modifications are permitted.

- a. Honda PN: 22200-RB0-005.
- b. Weight of new friction disk: 2.1 lbs.

r. Miscellaneous

1. All emission control devices must be removed and blocked off by the blanking plate provided by HPD, except the VTEC activation valve which must be retained and functioning.

2. Air filter is unrestricted.

3. The use of unleaded premium "pump" gas: 91 – 93 RON is recommended.

4. The use of the following non-standard replacement parts is permitted provided their use does not result in any unauthorized modification of any other component.

a. Fasteners – nuts, bolts, screws, washers, studs, etc. Head bolts, rod bolts, flywheel bolts, and crank pulley bolt must be used as provided by Honda and HPD.

b. Gaskets and seals, except those specified in the above rules.

c. Spark plugs.

d. Mechanical tachometer and analog gauges.

e. Oil and lubricants are unrestricted. HPD strongly recommends the use of oil and lubricants as described in the Honda Fit factory service manual.

f. The oil filler cap may be removed and plugged.

D.11-12. Weight

Minimum weight as qualified or raced, with driver:

1050 lbs. ~~Original~~ Ford Cortina Engine

1100 lbs. ~~Updated~~ Ford Kent and Honda Fit Engines

Grand Touring

Item 1. Effective 10/1/09: Change the third sentence of section 9.1.2.F.4.i.5.C as follows:

... If intake restrictors *and/or* chokes are specified on the vehicle specification line, ...

Item2 . Effective 10/1/09, change the engine specification items in GT3 as listed in the following tables.

GT3 Cars - ACURA					
Model	Years	Body Style	Drive-line	Wheel-base (in)	



Recommended Rule Changes (September 09)

Integra	-93	2dr	FWD	96.5				
Integra	-94	2dr	FWD	101.2				
RSX	02/05/09	2dr	FWD	96.5/101.2				
Engines - ACURA								
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves/Cyl.	Fuel Induction	Weight (lbs)
D16A	SOHC	74.9 75	89.9 90	1590	Alum, Crossflow	4	(2) 40mm w/42mm e/e/e/s) Unrestricted	1900 1800
B16A	DOHC	81	77.4	1595	Alum, Crossflow	4	(2) 40mm w/42mm e/e/e/s) Unrestricted	2000 1800
B18C	DOHC	81	87.2	1797	Alum, Crossflow	4	(2) 40mm w/42mm e/e/e/s) Unrestricted	2000 1900
B18B	DOHC	81	89	1834	Alum, Crossflow	4	(2) 40mm w/42mm e/e/e/s) Unrestricted	2100 1900
F20C	DOHC	87	84	1997	Alum, Crossflow	4	31mm SIR	2000
K20A	DOHC	86	86	1998	Alum, Crossflow	4	33 31mm SIR	2100 2000
K24	DOHC	87	99	2354	Alum, Crossflow	4	31mm SIR	2130
GT3 Cars - ALFA ROMEO								
Model	Years	Body Style	Drive-line	Wheel-base (in)				
GTV 1750 / 2000	NA	2dr	RWD	92.5				
Sport Sedan	NA	2dr	RWD	98.8				
Engines - ALFA ROMEO								
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves/Cyl.	Fuel Induction	Weight (lbs)
	DOHC	80	88.5	1779	Alum, Crossflow	2	Unrestricted	1800
	DOHC	84	88.5	1962	Alum, Crossflow	2	Unrestricted	2000 1900
GT3 Cars - AUDI								
Model	Years	Body Style	Drive-line	Wheel-base (in)				
TT Coupe	NA	2dr	FWD	95.6 / 97.3				
Engines - AUDI								
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves/Cyl.	Fuel Induction	Weight (lbs)
	SOHC	82.5	92.8	1984	Alum, Crossflow	2	(2) 50mm w/50mm e/e/e/s) Unrestricted	1800 1900
	DOHC	82.5	92.8	1984	Alum, Crossflow	4	33 31mm SIR	2000
GT3 Cars - BMW								
Model	Years	Body Style	Drive-line	Wheel-base (in)				
2002 / 2002ti/tii	NA	2dr	RWD	100.5/98.5				



Recommended Rule Changes (September 09)

318 Coupe (E36)	-92	2dr	RWD	106	
318i (E30)	83-91	4dr	RWD	101.2	
318i / 320i (E21)	77-82	4dr	RWD	100.9	
E46	0	2, 4dr	RWD	106.0 / 101.2 / 100.9	
Z3	NA	2dr	RWD	96.3	

Engines - BMW

Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves/Cyl.	Fuel Induction	Weight (lbs)
	SOHC	89	71	1767	Alum, Crossflow	2	Unrestricted	1800
	DOHC	84	81	1796	Alum, Crossflow	4	(2) 45mm w/45mm choke(s) <i>Unrestricted</i>	2010 1900
	DOHC	85	83.5	1895	Alum, Crossflow	4	(2) 45mm w/45mm choke(s)	2010 2000
	SOHC	89	80	1991	Alum, Crossflow	2	Unrestricted	1810 1900
	DOHC	93	84	2302	Alum, Crossflow	4	31mm SIR	2130

GT3 Cars - CHEVROLET

Model	Years	Body Style	Drive-line	Wheel-base (in)
Vega	NA	2dr	RWD	97
Corvair Coupe / Yenko Stinger	NA	2dr	RWD	108
Cavalier Z-24	NA	2dr	FWD	101.2

Engines - CHEVROLET

Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves/Cyl.	Fuel Induction	Weight (lbs)
	SOHC	86	86	1998	Alum, Crossflow	2	Unrestricted	2000 1900
	DOHC	88.9	80.3	1998	Alum, Crossflow	4	Unrestricted 31mm SIR	2300 2000
	SOHC	88.9	92.1	2287	Iron, Non-Crossflow	2	Unrestricted 33mm SIR	2180 2130
	OHV	87.4	74.7	2689	Alum, Crossflow	2	(2) Weber 40 IDT or IDS w/36mm choke(s) or (4) Rochester 7025023 & 7026026 1.5" 1bb1 earbs 33mm SIR	225 2130

GT3 Cars - CHRYSLER/DODGE/PLYMOUTH

Model	Years	Body Style	Drive-line	Wheel-base (in)
Neon	NA	2dr, 4dr	FWD	104
Daytona / Laser	84-88	2dr	FWD	97
Daytona / Laser	-89	2dr	FWD	97.3
Horizon	NA	2dr	FWD	96.7
Omni 024 / Shelby Charger	79-82	2dr	FWD	96.6
Shadow	NA	2dr	FWD	97

Engines - CHRYSLER/DODGE/PLYMOUTH

Recommended Rule Changes (September 09)

Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves/Cyl.	Fuel Induction	Weight (lbs)
	DOHC	85	88	1997	Alum, Crossflow	4	(2)-45mm w/34mm choke(s) 31mm SIR	2150 2130
	SOHC	85	88	1997	Alum, Crossflow	2	(2)-45mm w/45mm choke(s) Unrestricted	1900
	SOHC	87.5	92	2213	Alum, Non-Crossflow	2	(2)-45mm w/45mm choke(s) 33mm SIR	2030 2065

GT3 Cars - FIAT

Model	Years	Body Style	Drive-line	Wheel-base (in)
131 Coupe & Sedan, Brava	NA	2dr, 4dr	RWD	98

Engines - FIAT

Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves/Cyl.	Fuel Induction	Weight (lbs)
	DOHC	84.1	89.9	1995	Alum, Crossflow	2	Unrestricted	2000 1900

GT3 Cars - FORD

Model	Years	Body Style	Drive-line	Wheel-base (in)
Capri	NA	2dr	RWD	100.8
Mustang II	74-78	2dr	RWD	96.2
Mustang	79-93	2dr	RWD	100.4
Mustang	94-98	2dr	RWD	101.2
Pinto	NA	2dr	RWD	94
Probe	NA	2dr	FWD	99.0/102.9

Engines - FORD

Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves/Cyl.	Fuel Induction	Weight (lbs)
	SOHC	91	77	1993	Iron, Crossflow	2	Unrestricted	1900
	SOHC	96	79.4	2301	Iron, Crossflow	2	Unrestricted 33mm SIR	2000 2065
	SOHC	86	86	1998	Alum, Crossflow	2	(2)-48mm w/42mm choke(s) Unrestricted	1900
	SOHC	86	94	2189	Alum, Crossflow	3	(2)-45mm w/38mm choke(s) 33mm SIR	2180-2080 w/31mm SIR 2065
Duratech	DOHC	87.5	94	2260	Alum, Crossflow	4	31mm SIR	2130

GT3 Cars - HONDA

Model	Years	Body Style	Drive-line	Wheel-base (in)
Civic	88-91	3dr	FWD	90.6
Civic Coupe	92-95	2dr	FWD	98.4
CRX	84-87	3dr	FWD	86.6
CRX	88-91	3dr	FWD	90.6



Recommended Rule Changes (September 09)

Engines - HONDA								
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves/Cyl.	Fuel Induction	Weight (lbs)
EW	SOHC	74	86.5	1488	Alum, Crossflow	3	Unrestricted	1820 1750
D15B	SOHC	75	84.5	1493	Alum, Crossflow	4	(2) 45mm w/45mm eho(e)s Unrestricted	1900 1750
D16A	SOHC	75	90	1590	Alum, Crossflow	4	(2) 48mm w/42mm eho(e)s Unrestricted	1900 1800
B16A	DOHC	81	77.4	1595	Alum, Crossflow	4	(2) 48mm w/42mm eho(e)s Unrestricted	2000 1800
B18C	DOHC	81	87.2	1797	Alum, Crossflow	4	(2) 48mm w/42mm eho(e)s Unrestricted	2000 1900
B18B	DOHC	81	89	1834	Alum, Crossflow	4	(2) 45mm w/38mm eho(e)s Unrestricted	2100 1900
F20C	DOHC	87	84	1997	Alum, Crossflow	4	31mm SIR	2000
K20A	DOHC	86	86	1998	Alum, Crossflow	4	33 31mm SIR	3200 2000
K24	DOHC	87	99	2354	Alum, Crossflow	4	31mm SIR	2130
GT3 Cars - MAZDA								
Model	Years	Body Style	Drive-line	Wheel-base (in)				
626	83-87	4dr	FWD	98.8				
MX-3	NA	2dr	FWD	96.3				
MX-5 / Miata	-5	2dr	RWD	89.2 / 91.0				
MX-5	2006	2dr	RWD	91.7				
MX-6	-88	2dr	FWD	99.0/102.8				
RX-2	NA	2dr	RWD	97.3				
RX-3	NA	2dr	RWD	91				
RX-7	NA	2dr	RWD	95.3 / 95.5 / 95.7				
RX-8	NA	2dr	RWD	98				
Protégé	NA	4dr	FWD	98.4				
Engines - MAZDA								
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves/Cyl.	Fuel Induction	Weight (lbs)
B6D	DOHC	78	83.6	1597	Alum, Crossflow	4	(2) auto-type w/42mm eho(e)s Unrestricted	1900 1800
BP	DOHC	83	85	1839	Alum, Crossflow	4	(2) auto-type w/38mm eho(e)s Unrestricted	2020 1900
	SOHC	86	86	1998	Alum, Crossflow	2	(2) auto-type w/42mm eho(e)s Unrestricted	1900
MZR	DOHC	87.38	83.06	1999	Alum, Crossflow	4	33 31mm SIR	2000
	SOHC	86	94	2189	Alum, Crossflow	2	(2) auto-type w/38mm eho(e)s 33mm SIR	1980 2065



Recommended Rule Changes (September 09)

MZR	DOHC	87.5	94	2260	Alum, Crossflow	4	31mm SIR	2280-2130 w/31mm SIR 2065
12A	Street Port			2292			(1) auto-type 2bbl w/ 42mm choke(s).	2000
12A	Bridge Port			2292			(1) auto-type 2bbl w/ 40mm choke(s).	2000
12A	Peripheral Port			2292			37mm SIR	2180
13B	Street Port			2616			Unrestricted	2180
13B	Bridge / Peripheral Port			2616			37mm SIR	2180
Renesis	Street Port			2703			Unrestricted	2180
Renesis	Bridge / Peripheral Port			2703			37mm SIR	2180

GT3 Cars - MERCURY

Model	Years	Body Style	Drive-line	Wheel-base (in)
Capri	79-86	2dr	FWD	100.4
Cougar	99-02	2dr	FWD	103.0 / 106.4

Engines - MERCURY

Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves/Cyl.	Fuel Induction	Weight (lbs)
	SOHC	91	77	1993	Iron, Crossflow	2	Unrestricted	1900
	SOHC	96	79.4	2301	Iron, Crossflow	2	Unrestricted 33mm SIR	2180 2065

GT3 Cars - MITSUBISHI / EAGLE

Model	Years	Body Style	Drive-line	Wheel-base (in)
Talon	NA	2dr	FWD	97.3
Eclipse	NA	2dr	FWD	97.3

Engines - MITSUBISHI / EAGLE

Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves/Cyl.	Fuel Induction	Weight (lbs)
	DOHC	85	88	1997	Alum, Crossflow	4	(2) 45mm w/34mm choke(s) 31mm SIR	2150 2000
	SOHC	85	88	1997	Alum, Crossflow	2	(2) 45mm w/45mm choke(s) Unrestricted	1900
	SOHC	87.5	92	2213	Alum, Non- Crossflow	2	(2) 45mm w/45mm choke(s) 33mm SIR	2030 2065

GT3 Cars - NISSAN

Model	Years	Body Style	Drive-line	Wheel-base (in)
200-SX / S10	77-79	2dr	RWD	92.1
200-SX / S11	80-83	2dr	RWD	94.5
200-SX / S12	84-88	2dr	RWD	95.5
200-SX SER	95-97	2dr	RWD	95.7 / 99.8
240-SX / S13	NA	2dr	RWD	97.5

Recommended Rule Changes (September 09)

240-SX / S14	NA	2dr	RWD	99.4	
240Z / 260Z / 280Z	NA	2dr	RWD	90.7	
280-ZX	-79	2dr	RWD	91.3	
300-ZX	NA	2dr	RWD	91.3 / 96.5 / 101.2	
350Z	NA	2dr	RWD	95.3 / 98.4 / 104.3/94.5 / 92.1/95.3 / 97.5/ 99.4 / 104.3	
710	NA	2, 4dr	RWD	98.4	
PL510	NA	2, 4dr	RWD	95.3	
Sentra SER Spec V	2002	4dr	FWD	95.7	

Engines - NISSAN

Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves/Cyl.	Fuel Induction	Weight (lbs)
L18	SOHC	85	78	1770	Alum, Non-Crossflow	2	Unrestricted	1800
L20	SOHC	85	86	1952	Alum, Non-Crossflow	2	50mm2/50mm choke(s) Unrestricted	1780 1900
	SOHC	84.5	88	1974	Alum, Crossflow	2	50mm2/50mm choke(s) Unrestricted	1900
SR20DE/VE	DOHC	86	86	1998	Alum, Crossflow	4	33 31mm SIR	2000
L20 w/ Z22 block	SOHC	87	86	2045	Alum, Non-Crossflow	2	50mm2/50mm choke(s) Unrestricted	1830 1900
NAPZ	SOHC	87	92	2188	Alum, Non-Crossflow	2	50mm2/50mm choke(s) 33mm SIR	1930 2065
L24	SOHC	83	73.3	2380	Alum, Non-Crossflow	2	33mm SIR	2200 2130
KA24E	SOHC	89	96	2389	Alum, Crossflow	3	31mm SIR	2130
KA24DE	DOHC	89	96	2389	Alum, Crossflow	4	31mm SIR	2130
L26	SOHC	83	79	2565	Alum, Non-Crossflow	2	33mm SIR	2200
L28	SOHC	86.1	79	2760	Alum, Non-Crossflow	2	33mm SIR	2200
VG30	SOHC	86.1	83	2899	Alum, Crossflow	2	33mm SIR	2200

GT3 Cars - PORSCHE

Model	Years	Body Style	Drive-line	Wheel-base (in)
911 Coupe & Targa	-68	2dr	RWD	87.0 / 89.4
914	NA	2dr	RWD	96.5
924	NA	2dr	RWD	94.5
944	NA	2dr	RWD	94.5
Boxster	NA	2dr	RWD	96.5

Engines - PORSCHE

Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves/Cyl.	Fuel Induction	Weight (lbs)
	OHV	94	70.9	1968	Alum, Crossflow	2	(2)-auto-type w/(1)-throat per cyl. Unrestricted	1800



Recommended Rule Changes (September 09)

	SOHC	86.5	84.4	1984	Alum, Crossflow	2	(2)-Weber-45 DCOE W/42mm choke(s) <i>Unrestricted</i>	2000
	SOHC	80	66	1991	Alum, Crossflow	2	(2)-40 IDA/IDS/IDT 3C-(6)-Selex 40-PI-or-(2)-46 IDA/IDS w/40mm choke(s) <i>Unrestricted</i>	1950
	SOHC	84	66	2195	Alum, Crossflow	2	(2)-40 IDA/IDS/IDT 3C-(6)-Selex 40-PI-or-(2)-46 IDA/IDS w/40mm choke(s) <i>33mm SIR</i>	2030 2065
	SOHC	84	70.4	2341	Alum, Crossflow	2	33mm SIR	2200 2065
	SOHC	100	78.9	2478	Alum, Crossflow	2	32 33mm SIR	2215 2200
	SOHC	104	78.9	2681	Alum, Crossflow	2	33mm SIR	2200
	SOHC	90	70.4	2687	Alum, Crossflow	2	33mm SIR	2200
	SOHC	100	88	2766	Alum, Crossflow	2	33mm SIR	2200
	SOHC	92	70.4	2808	Alum, Crossflow	2	33mm SIR	2200
	SOHC	95	70.4	2992	Alum, Crossflow	2	33mm SIR	2200

GT3 Cars - SAAB

Model	Years	Body Style	Drive-line	Wheel-base (in)
900	-79	2dr	FWD	99.4
99E, CM, EMS, GL, LE	NA	2, 4dr	RWD	97.4

Engines - SAAB

Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves/Cyl.	Fuel Induction	Weight (lbs)
	SOHC	87	78	1854	Alum, Crossflow	2	Unrestricted	1900 1800
	SOHC	90	78	1985	Alum, Crossflow	2	Unrestricted	2000 1900
	DOHC	90	78	1985	Alum, Crossflow	4	32 31mm SIR	2000

GT3 Cars - SCION

Model	Years	Body Style	Drive-line	Wheel-base (in)
tC	-5	2dr	FWD	93.7

GT3 Cars - TOYOTA

Model	Years	Body Style	Drive-line	Wheel-base (in)
Celica	94-99	2dr	FWD	99.4
Celica	00-05	2dr	FWD	102.4/93.7
Celica Sport, Coupe GT, ST, Liftback GT	NA	2dr	FWD	98.3
Corolla	NA	2, 4dr	FWD	94.5/102.4 / 93.7
MR-2	-89	2dr	RWD	91.3



Recommended Rule Changes (September 09)

MR-2	99-02	2dr	FWD	91.3	
Paseo	92-99	2dr	FWD	93.7	
Tercel	-91	4dr	FWD	95.3 / 93.7	

Engines - SCION/TOYOTA

Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves/Cyl.	Fuel Induction	Weight (lbs)
4AG	DOHC	81	77	1587	Alum, Crossflow	4	Unrestricted	1900-2000 w/at stroke 1800
4AG	DOHC	81	85.5	1762	Alum, Crossflow	4	Unrestricted	1950 1900
7AFE	DOHC	81	85.4	1762	Alum, Crossflow	4	33mm SIR Unrestricted	1800 1900
	OHV	85	78	1770	Alum, Crossflow	2	Unrestricted	1800 1900
1ZZ	DOHC	79	89.5	1794	Alum, Crossflow	4	33mm SIR Unrestricted	1950 1900
3S	SOHC	84.2	90.1	1998	Alum, Crossflow	2	48mm w/42mm eheke(s) Unrestricted	1820 1900
20R	SOHC	88.5	89	2189	Alum, Crossflow	2	Unrestricted 33mm SIR	2065
2AZ	DOHC	88.5	96	2362	Alum, Crossflow	4	31mm SIR	2130
	DOHC	95	89	2438	Alum, Crossflow	4	31mm SIR	2130

GT3 Cars - TRIUMPH

Model	Years	Body Style	Drive-line	Wheel-base (in)
GT6, GT6+ & Mk III	-74	2dr	RWD	83
TR-250 / TR-6	NA	2dr	RWD	88

Engines - TRIUMPH

Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves/Cyl.	Fuel Induction	Weight (lbs)
	OHV	74.4	75.9	1998	Iron, Non-Crossflow	2	(3) Weber 40 DCOE w/34mm eheke(s) Unrestricted	1870 1900
	OHV	74.4	95	2498	Iron, Non-Crossflow	2	(3) 45mm w/40mm eheke(s) 33mm SIR	2080 2130

GT3 Cars - VOLKSWAGEN

Model	Years	Body Style	Drive-line	Wheel-base (in)
Beetle	98-01	2dr	FWD	98.9
Corrado	NA	3dr	FWD	97.3
Golf & GTI	NA	3, 5dr	FWD	97.3 / 98.9
Jetta	NA	4dr	FWD	97.3
Rabbit	75-84	3, 5dr	FWD	94.5
Scirocco	NA	3dr	FWD	94.5

Engines - VOLKSWAGEN

Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves/Cyl.	Fuel Induction	Weight (lbs)
	SOHC	79.5	86.4	1715	Alum, Non-	2	(2) 45mm w/45mm	1800

Recommended Rule Changes (September 09)

					Crossflow		choke(s) <i>Unrestricted</i>	
	SOHC	81	86.4	1780	Alum, Crossflow	2	(2) 45mm w/45mm choke(s) <i>Unrestricted</i>	1850 1800
	DOHC	81	86.4	1780	Alum, Crossflow	4	(2) 45mm w/28mm choke(s) <i>Unrestricted</i>	2000 1900
058, 06A, 06B	DOHC	81	86.4	1780	Alum, Crossflow	5	<i>Unrestricted</i>	1900
	SOHC	82.5	92.8	1984	Alum, Crossflow	2	(2) 50mm w/50mm choke(s) <i>Unrestricted</i>	1750 1900
	DOHC	82.5	92.8	1984	Alum, Crossflow	4	33 31mm SIR	2000
GT3 Cars - VOLVO								
Model	Years	Body Style	Drive-line	Wheel-base (in)				
122S	NA	2dr	RWD	102.5				
142 / 142E	NA	2dr	RWD	102.5				
242 / 244DL	NA	2dr	RWD	104				
S40	NA	4dr	FWD	100.4				
Engines - VOLVO								
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves/Cyl.	Fuel Induction	Weight (lbs)
	OHV	88.9	80	1986	Iron, Non-Crossflow	2	<i>Unrestricted</i>	1930
B20	SOHC	92	80	2127	Alum, Crossflow	2	<i>Unrestricted</i> 33mm SIR	2180 -2065
B21	SOHC	96	80	2320	Alum, Crossflow	2	<i>Unrestricted</i> 33mm SIR	2180 2130

American Sedan

Item 1. Effective 1/1/10: Add the following to the end of section 9.1.6.D.5.e:
The original master cylinder may be replaced with any single or dual master cylinder (with balance bar). The pedal assembly, including the clutch pedal, may be modified or replaced. The pedal assembly, and master cylinder, may be relocated, but the original driver's position must not be relocated. The brake booster may be modified, replaced or removed.

Item 2. Effective 1/1/10: Change 9.1.6.D.3.m as follows:

m. *Alternate transmission cases may be used. When alternate transmissions or transmission cases are installed, cross members must be modified to insure that engine location is kept in its original location and to facilitate installation of the transmission.*

Super Touring

Item 1. Effective 10/1/09: Change section 9.1.4.L.9 as follows:

Cars that come with a solid rear axle, or trailing arm suspension are permitted an aftermarket or fabricated rear suspension. *Cars with an altered rear suspension pick up points must add 50 lbs.* Cars with live axle RWD may reduce the minimum weight by 50 lbs.

Item 2. Effective 10/1/09: Add new subsections 10 and 11 to section 9.1.4.L as follows, and renumber the remaining items of the section:

10. *Any anti-roll bar(s) and rear axle traction bar(s), rear axle panhard rod and watts linkage can be added or substituted, provided its/their installation serves no other purpose. The mounts for these devices can be welded or bolted to the car. These devices and their mounts can not be located in the trunk or driver/passenger compartment unless fitted as stock. Rear axle traction bar(s) used to control axle housing rotation must be solid bar or tube.*
11. *When a car's anti-roll bar also acts as a suspension locating device, the bars attachment points and pivot points on the chassis and suspension control arms must remain in the stock location.*

Item 3. Effective 10/1/09: Change section 9.1.4.1.A.2.a as follows:

... The hood vents are limited to 2 *louvered* vents areas with a max total plan area of 144 square inches. ...

Item 4. Effective 10/1/09: Add new section 8 to section 9.1.4.1.B as follows:

8. *All cars shall fit the approved carburetor and manifold. The approved manifold may be ported and polished, but its design and configuration shall not be altered in any other way. The lowering of or boring of holes in the center divider is prohibited. Removal or obliteration of the manifold part number is prohibited.*
 - a. *The approved carburetor shall be a maximum of 650cfm and 4 barrels. The approved optional insulator (Holley #108-12), and manifold (Edlebrock Performer RPM #7101-General Motors / #7121-Ford/Mercury) shall be fitted to cars.*
 - b. *Other than as provided for in these rules, the carburetor shall not be modified in any way. Any carburetor jets, accelerator pump, pump cam, and accelerator pump nozzles may be used. Power valves, metering blocks, and floats may be altered or replaced. No venturi (including secondary or auxiliary) shall be modified in any way, but they may be aligned. Idle holes may be drilled in the throttle plates (butterflies). Carburetors may be modified to allow "four corner" idle adjustment.*
 - c. *External throttle linkage to the carburetor may be modified or changed from original. Choke mechanisms, plates, rods, and actuating cables,*

wires, or hoses may be removed. No removal or alteration of the carburetor air horn is permitted.

d. All air entering the intake tract shall pass through the carburetor air inlet.

Item 5. Effective 1/1/10: Classify the 2009 Jetta TDI Cup eligible car in STU using the TDI Cup rules.

Touring/Showroom Stock

Item 1. Effective 10/1/09: Move the 05-08 Porsche 911 (996 3,6L) from T1 to T2 @ 3,500 lbs.

Item 2. Effective 10/1/09: Move the 06 Porsche Cayman from T1 to T2 @ 2,775 lbs.

Item 3. Effective 10/1/09: Move the 06 Porsche Cayman S from T1 to T2 @ 3,300 lbs.

Item 4. Effective 10/1/09: Move the SVT Focus from SSB to SSC at 2,930 lbs.

Item 5. Effective 1/1/10: Classify the 2009 Jetta TDI in SSC with a 28 mm turbo restrictor at 3,200 lbs.