



2008
Reno Region
SCCA — Sports Car Club of America

Region Only Rules

SSM – SEALED SPEC MIATA

SP – SUPER PRODUCTION

ITE – IMPROVED TOURING E

ITX – IMPROVED TOURING EXTRA

FST – FORMULA FIRST

CF – CLUB FORD

Sealed Spec Miata – SSM

Sealed Spec Miata is a limited preparation class. To be eligible for points, trophies and any other rewards, cars must meet all of the rules for Spec Miata T plus the following:

The engine utilized in the car for any session or race shall be sealed by C&C Fuel Injection, 820 E. Greg Street, Sparks, NV 89431 [775-329-9974] or another San Francisco Region designated supplier. The seals installed on the motor shall be registered by C&C and shall remain intact and untampered with at all times. Any seal that is missing or damaged is grounds for disqualification from the event. No work may be done with the engine at the track or otherwise that would have the benefit of altering the engine's performance as measured by C&C at the time of sealing.

SP – Super Production

Cars or pickup trucks which exceed the preparation limitations of the applicable Production or GT Specifications but which meet the general regulations of Section 9 of the GCR for GT category cars. Aerodynamic devices are permitted.

ITE – Improved Touring E

The only IT rules that apply to ITE are those listed below.

1. Any tub chassis production vehicle running with DOT tires.
2. Preparation Rules: International Sedans may modify the floor pan/rocker panel sections.
3. Cars must meet or exceed the Showroom Stock or IT safety requirements of the current General Competition Regulations.

FST – Formula First

Formula First is an open wheel class using predominantly Volkswagen production components in a single seat body with a steel frame. It is an evolution of Formula Vee, using a wider range of components. Formula First does not displace Formula Vee. A Formula First car is ineligible for Formula Vee. The intent of Formula First rules are to provide for cars of substantially equal performance with moderate construction cost, low operating cost, and high reliability and longevity.

The rules for Formula First can be found on the Formula First web page:

<http://www.formula-first.org/>

ITX – Improved Touring eXtra

1. Consists of ITA, ITB, ITC, ITD, RX7, and SPEC MIATA cars with the Region reserving the right to make “quick change” competition adjustments (Venturi-type intake restrictors, Supertrap exhaust restrictors with number of plates specified, etc.)

ALSO

2. Consists of cars eligible in any of the 1984 through current Showroom Stock classifications* with the following exceptions: SSGT, turbo and supercharged cars.

*The Region reserves the right to handicap or make additional restrictions in order to make these cars competitive (i.e., adding weight or tire size).

- 2.1 **Preparation Rules.** Year: 1984 to current models compatible with the above and listed in the appropriate year’s Showroom Stock classifications book.
- 2.2 **Engine** – All engine components (including fuel and exhaust systems in their entirety) shall be as originally delivered, and shall comply with the Showroom Stock specifications. Vehicles shall meet appropriate California emission standards, and shall have no emission-related system or sub-system disabled in any way.
 - a. A factory shop manual for the specific make, model, and year of the car entered shall be in the possession of its driver, and shall be presented, upon the request of an appropriate official, in order to demonstrate and/or identify original specifications, components, standards, etc.
- 2.3 **Other Vehicle Systems** – Suspension, interior, body, wheels, tires, etc. may be modified within the specifications and restrictions of the Improved Touring rules or they may be left stock. This is to allow a competitor to upgrade as their money becomes available.
 - a. Cooling system may be modified within the IT rules, but the engine cooling thermostat shall be retained, and shall be of the type and temperature specification of the original.
 - b. Flywheel shall remain as original, but the clutch may be replaced per IT specifications.
- 2.4 **Safety** – Cars shall comply with the safety requirements of the SS specifications. ABS brakes are allowed but may be deactivated or removed. Fuel cells are not permitted.

CF – Club Ford

Class was Spec Ford in 2004

1. The purpose of this rule is to permit cars meeting San Francisco Region Club Ford specifications the potential to compete in Reno Region events if allowed by event supplementary regulations.
2. **Cars** must have been built before January 1, 1982, with all four (4) corners of the spring/shock units mounted outboard of the frame, i.e., one (1) end of the coil

spring/shock unit must be mounted in the outboard area of the lower A-arm/control arm or on the lower area of the upright/hub carrier.

3. **Exceptions** to Rule 1 and accepted as Club Fords will be:
Lola T-440
Zink Z-10
ADF
Eagle
Van Diemen RF 81
Elden PH-6
Royale RP 24, RP 26
Martyn FEF
4. Cars may be **modified** as long as the major suspension components (spring/shock) remain where they were originally manufactured and the water radiator(s) are not relocated to an inboard, amidships position.
5. All cars must run on the **McCreary Compound 133 Tire** to be eligible as a Club Ford. The accepted Club Ford tire will be re-evaluated at least yearly. In the interest of safety, the tire rule will be waived upon declaration of a "rain race" by the Chief Steward.
6. Tires need not be marked prior to qualifying. Competitors, whether the tires are marked or not, do not have to use the same tires in the race as were used in the qualifying.
7. Club Ford cars must display **class designation** as "CF".
8. Cars must conform to **GCR** and **Formula Ford Specs** unless otherwise stated in the Club Ford Rules, as follows:
9. **Body work** is free within the GCR FF (Formula Ford) dimensions. It is permitted to add vertical side plates to the sides of the spoilers/tails of Club Ford cars. Maximum side plate height is 6 inches, of which not more than 4 inches may be above the horizontal surface of the spoiler/tail. The spoiler/tail and side plates cannot exceed the length or width specified per GCR body work rules. Spoiler may be capable of adjustment. Cockpit adjustment is not permitted.
10. One or two class **Administrators** are appointed by the San Francisco Region Board of Directors to act as liaison to the class. The Administrator(s) oversees the class and reports to the Board.

CLUB FORD ADMINISTRATORS

Tom Rust	Neil Porter
Tom Rust Racing	Porter Racing
Sears Point International Raceway	4814 East Childs Avenue
28019 Arnold Drive	Merced CA 95340
Sonoma, CA 95476	Phone (209) 722-7373
Phone (707) 938-4020, FAX (707) 938-4182	FAX (209) 722-6426

11. A CLUB FORD COMMITTEE comprised of drivers and/or car owners shall be elected yearly at a class meeting to be held at the first SFR road race of the season. For tie-breaking purposes, the total number of Administrators and Committee Members shall be an odd number. If there is one Administrator, there shall be two Committee Members; and if there are two Administrators, there shall be three Committee Members.

12. A CLUB FORD COMMITTEE comprised of drivers and/or car owners shall be elected yearly at a class meeting to be held at the first SFR road race of the season. For tie-breaking purposes, the total number of Administrators and Committee Members shall be an odd number. If there is one Administrator, there shall be two Committee Members; and if there are two Administrators, there shall be three Committee Members.

The purpose of the Committee is to gather input relevant to the class as a whole from participants and Administrator(s) and to act on this input to clarify and resolve issues, technical disputes and rules conflicts. The Committee shall act as a liaison between the drivers and Administrator(s).

Club Ford **meetings** are open to all class participants (drivers/owners/entrants/crew) for purposes of discussion and idea exchange. For purposes of voting, each car entered for that weekend's meet shall carry one vote. Any team member may vote for that team's car. For purposes of policy making, a 2/3 majority will be required of the attending qualified voters.

There shall be a minimum of two meetings per season of the Club Ford class participants to be held at road race events. The first meeting will be held at the first road race each season. The second meeting shall be held in the second half of the calendar year at a time to be arranged. At least one Administrator or one Committee member shall attend each meeting.

13. Questions regarding Club Ford rules or **car eligibility** will be answered by the Administrator(s) or members of the Committee. The Administrator(s)/Club Ford Committee will rule on requests for inclusion of additional cars, or to confirm the eligibility of any car competing in the class. Final approval of Club Ford rules rests with San Francisco Region Board of Directors.