

2012 Competition Rules Book



Formula **R**ace **C**ar **C**lub **o**f **A**merica LLC

Where Competition Beats Cost

INDEX

General Preface	3
Article I. Mission Statement	5
Article II. Membership	5
Article III. Driver Criteria	6
Article IV. Driver Membership Entitlements	8
Article V. Crew Memberships	8
Article VI. Roles and Responsibilities	9
Article VII. FRCCA Series & Special Events	11
Article VIII. Starts and Starting Procedures	11
Article IX. Points	14
Article X. Rain	15
Article XI. Awards	15
Article XII. General Race Procedures	15
Article XIII. Pit Lane and Paddock Procedures	18
Article XIV. Race Day Procedures	20
Article XV. Recommended Driver Safety Equipment & Specific Driver Rules	21
Article XVI. Protests and Rules Change Request Forms	22
Article XVII. Penalties	23
Article XVIII. Appeals	25
Article XIX. Advertising	26
Article XX. General Vehicle Approval	26
Article XXI. Formula Car Classes (SCCA and FRCCA Spec. Classes)	28
Article XXII. Chassis and engine rules for FRCCA Spec. Club Classes	29
Article XXIII. Rules for FRCCA Spec Club Classes	30
Appendix A	47
Appendix B	54

General Preface

Official Notice of Disclaimer

FRCCA makes an effort to provide its' competitors with a relatively safe environment for all involved in a days track and paddock time. Despite this and our strict rule enforcement and adherence, all participants must be aware that there presence at an FRCCA event presents him or her to the risks that may end with critical injury or even death, by their own doing or by no fault of their own. The rules included in this book and any updates written or verbal do not guarantee or imply that injuries or death will not occur. If there are any questions or problems with these or any other FRCCA rule or regulation, it is the participant's responsibility to immediately contact the Formula Race Car Club of America (FRCCA) before entering an event facility. FRCCA 150 Willow Lane, Nesquehoning, Pa. 18240 570-669-9589

Medical Information

As part of your participation in FRCCA events, the FRCCA may come into possession of some of your personal health information since all competition license holders must submit a valid physical examination form and information may be collected in case of injury or potential injury. The FRCCA's policy is to protect all personal health information within the guidelines of acceptable laws while providing necessary information to rescue, health, and other personnel; as needed. No information from a driver's physical examination form should be released to anyone except those with a bona fide need to know.

Information about the status of a driver with regards to an injury at the track, or potential injury at the track, should be released in detail, to only those that need to know in order to provide assistance in the situation. However, general statements may be made to others as the need arises. Examples of general statements include (but not limited to):

- A) The driver is being transported for precautionary reasons.
- B) The driver is being transported for minor injuries.
- C) The status and condition of the driver is unknown at this time.

Safety Hazards

It is the responsibility of each participant to inspect and analyze **all** aspects related to the facility, rules, regulations, and/or instructions pertaining to the event (whether written or verbally stated). The participant is required to notify an FRCCA Official, without delay, of anything that appears to be a potential safety hazard. Failure to comply with this rule will be cause for permanent ejection from all FRCCA sanctioned activities, nationwide. Additionally, everyone involved should consider that no activity, facility, or system is 100% perfectly safe, despite all best efforts. Therefore, each participant is hereby notified that grave and unforeseen danger may exist in any activity, at any event, automotive related or otherwise.

Parents – Plea for YOUR CHILDS SAFETY

Heed this warning: There is a very good chance that your child could be severely injured even when playing safely in the paddock. A vehicle traveling as little as 5 MPH can critically or fatally harm your child. It is not uncommon for children to be playing in and around the cars parked in the paddock. There have been occasions where a child has darted out from the blind side of a car. Fortunately, no child has ever been hurt at an FRCCA event. **The difference between harmless play and severe injury is only a matter of a few feet and some unlucky timing.** Please keep your children safe even if you believe them old enough to know better and to be trusted on their own. Anyone within the paddock is at risk and parents must understand this. FRCCA tries to host family fun events that are safe for the entire family. Please help keep your child safe.

Purpose and Philosophy of the Organization

The club was founded in 1980 by A.J. Pugliese according to the following principals:

My belief is that Formula car racers are more committed to developing serious driving skills with less enjoyment coming from pushing and rubbing. A full day of driving, without waiting time is the goal of the FRCCA.

In an effort to communicate to ALL formula car racers and owners I want to state that the way you race your car in whatever club you are in is exactly the way you would race within the FRCCA! Much of the confusion stems from the fact that the FRCCA has three (3) additional classes. While I am the founder of the Club Ford concept, things got "out-of-hand" when each region of the SCCA adopted variations to the original regulations, therefore we except each variation and provide race day awards for each. Because we race ONLY Formula cars we have a mere seven divisions. Each race takes place in one day; there are two practice sessions, one qualifying 20 mile race and one 40 mile trophy race, per day per class. Formula Vee, Club Ford, Formula Ford, and a "Winged" car class. These four divisions added to our three classes makes up the race day and while practices have mixed classes each class gets its own pure race time.

Please take the time to review the three divisions we developed, remember you do not need to change your car to race with the FRCCA. This guideline is just for your information; the three "Club Classes" are tightly regulated against performance enhancing items. Of course we cannot legislate against your paint job, type of trailer, rims, digital dashes but these items have no affect on speed on the track. In these "Club Classes", we do NOT allow items like the Fragile F-3 clutch, Aluminum Cylinder heads etc. we even have a specified tire. The three classes are 1) Tyro – First time drivers (never raced anywhere before) are in this class for the season. Then there is the Senior Sportsman (now Formula Sixteen Hundred) class – these drivers have experience but their racecars are the same as the Tyro cars. Then there is the Formula Pro-Avanti class which has the same type of racecars as the Tyros BUT the points are scored and the grid is set by the points with high points in the back.

There are meeting(s) that we periodically have to discuss minor rule changes and while these are only discussions many drivers wish they were the rules decisions not merely discussions. After an item is brought to light then the task of insuring there is no performance enhancement and a way to properly write the regulation without LOOPHOLES starts. As a matter of fact we are presently attempting to plug and clarify all the rules at this time. Thankfully, some problems were brought to light by the membership.

Many drivers want to find ways around new items, so to insure the entire membership; we must go very cautiously when it comes to performance changes. Safety changes fall into another mindset as we also feel safety must comes FIRST.

If you own or race a Formula car you are WELCOMED to enjoy a race day with your racecar as is. A race day of Formula cars only.

Written by A.J. Pugliese in 2006 Founder of the FRCCA.

Article I. Mission Statement

Section 1.01 The targets and goals of the Formula Race Car Club of America LLC (FRCCA) are to provide the most competitive racing possible for the lowest cost to the competitor. While providing low cost a high emphasis will be made to do this in the safest way possible. Competition is defined by the club as wheel to wheel racing and should be defined by the competitors and not the car or the track. Producing world class drivers with high degrees of integrity and skills will also be maintained by the club. These goals must be maintained through diligent research into the current technologies and allowing these technologies into competition only if they meet the goals of the QDS Triangle (Quality competition at low costs, Driver integrity, skill and importance and with great emphasis on Safety to all concerned).

Section 1.02 Rules for using the rule book are simple:

- (a) If it doesn't say you can do it, assume you can't. Ask and find out. It is YOUR responsibility!
- (b) If you desire change go through the proper channels as outlined in the book.
- (c) Understand the mission statement, and the Q.D.S Triangle
- (d) Race in the class you desire for your level of budget and technology you wish. Don't try and bring the high cost class to a low cost class, go to the high cost class, or the higher technology class.
- (e) Any rules changes will be published in transmission during the season.

Section 1.03 Officials / Rules Hierarchy - This section is intended to clarify hierarchy among some officials and rules. Where there is a conflict, the following order should be used. Each item on this list supersedes the prior listed item whenever there is a conflict:

- (a) Club Rules and Regulations
- (b) Class Rules
- (c) Local or event supplemental rules
- (d) Drivers' meeting information
- (e) Orders from race officials
- (f) Race Director
- (g) President
- (h) Medical Staff (with regards to patient care and their duties).

Article II. Memberships

Section 2.01 Memberships

- (a) General – Can not race but is entitled to all benefits as described later.
- (b) Competition License - May Race in all classes above Tyro unless noted by class description.
- (c) Tyro – May race in Tyro division only this is a novice program designed to allow new or returning drivers the opportunity to become familiar with the car and race driving techniques.
- (d) Safety or Worker – No charge for these memberships but you must work at least one time per year or the following season you will be charged for a general membership. Hardships may apply.

Section 2.02 Membership Meetings

- (a) The general membership meeting is held each year at the discretion of the management.

Article III. Driver Criteria

Section 3.01 Driver Criteria

New Drivers or Drivers who have let their competition license lapse must meet the following criteria. This section applies to drivers who are new or are resubmitting after an extended period of non-competition, as determined by the Chief Instructor.

- (a) Drivers with no previous racing experience must attend the FRCCA Competition Racing School or an approved school and provide certificate of completion.
- (b) Most other Formula car racing school diplomas will be recognized, but the driver must be observed by the FRCCA's Chief Instructor to receive license/permit.
- (c) Drivers with prior racing experience within the last five (5) years must provide the FRCCA with written proof of experience and/or schooling.
- (d) Drivers who have not been licensed, completed a racing school or have not raced within the last five (5) years must be attend school again before receiving a license/permit.
- (e) Drivers must submit a written physical examination report and a rules examination prior to being licensed.
- (f) Drivers with no previous racing experience are granted a novice permit based on an instructor's evaluation after schooling.
- (g) The minimum age to compete in the FRCCA is fourteen (14) years of age at special events and school. Note special permissions and classes may be required.
- (h) A driver who is considered 'in bad standing' will not be eligible for any awards, will not be eligible for any FRCCA discounts.
- (i) Permit holders may upgrade their permit to a Competition License after completing ten (10) races and having obtained speeds within ten percent (10%) of your Fields' lap record (i.e. lap record is 1:47, driver must run a 1:53 or better). Any driver requesting to be upgraded must then match the time percentage of the class being applied for, and the driver must maintain that percentage for a minimum of ten (10) laps.
- (j) A driver must have a valid FRCCA license/permit to enter any FRCCA sanctioned event, or must hold an active license from a club whose license we recognize (i.e., EMRA, SCCA, FIA, etc.) They may purchase a one-event license.
- (k) Non-FRCCA members may compete for the day's trophies but may not compete in the year-end point's championship.

Section 3.02 Licensing Classifications and Changes in License Status

- (a) Any license/permit may be obtained or upgraded by requesting in writing a driving observation in the vehicle of the appropriate class either on a school day, test day or by paying an FRCCA official's expenses to attend a practice day at a track of the driver's choice.
- (b) Permits and licenses will not be upgraded during the season unless requested by the driver in writing or deemed appropriate by the proper FRCCA officials.
- (c) A driver must complete three (3) FRCCA events in the prior year in order to maintain the license/permit, otherwise the driver must be observed before being issued an active license/permit. You may be observed on a race weekend in the class which you belong in, displaying a yellow streamer on the roll bar, and you will be charged observation fees, as well as race entry fees.
- (d) Any Pro driver may not compete in a field with a lower lap time unless approved by the Appeals Panel the exception being Pro-Avanti.

Section 3.03 Fee Plan

- (a) **General Membership** fee is \$75.00
- (b) **Renewing Competition License Holders**
 - (i) General Membership fee is \$75.00 – Everyone pays
 - (ii) Competition License fee is \$100.00 – Drivers with current competition licenses pay or drivers moving from permit to Competition License.
 - (iii) Crew License fee is - \$25.00 – 1 Crew License is included with a Competition License renewal. Additional cards for additional hot pit crew members is \$25.00
 - (iv) Competition License renewal package is \$200.00 and includes all the above.
- (c) **Renewing Tyro Permit Holders**
 - (i) General Membership fee is \$75.00 – Everyone pays
 - (ii) Tyro Permit fee is \$100.00 – Drivers with current Tyro Permit
 - (iii) Crew License fee is - \$25.00 – 1 is included in Tyro Permit. Additional cards for additional hot pit crewmembers is \$25.00
 - (iv) Tyro renewal package is \$200.00 includes all the above.
- (d) **New Driving Members (no experience to limited experience, first time drivers without previous approved training) New Tyro Permits**
 - (i) General Membership fee is \$75.00 – Everyone pays
 - (ii) Tyro Permit fee is \$100.00 – Drivers with current Tyro Permit
 - (iii) Crew License fee is - \$25.00 – 1 is included in Tyro Permit. Additional cards for additional hot pit crewmembers is \$25.00
 - (iv) Mandatory School - \$300.00
 - (v) New Tyro package is \$500.00 includes all the above.

- (e) **New Driving Members (with previous approved training) New Tyro Permits**
 - (i) General Membership fee is \$75.00 – Everyone pays
 - (ii) Tyro Permit fee is \$100.00 – Drivers with current Tyro Permit pay
 - (iii) Crew License fee is - \$25.00 – 1 is included in Tyro Permit. Additional cards for additional hot pit crewmembers is \$25.00
 - (iv) Observation fee - \$75.00
 - (v) New Tyro package is \$275.00 includes all the above.
- (f) Non-members will be charged an additional \$15.00 for a one event permit.
- (g) Temporary Hot Pit Pass fee - \$10.00 per event
- (h) Lost Competition License or Permit - \$5.00 + Postage
- (i) VIP Passes fee - \$5.00 each
 - (i) VIP passes are NOT GOOD for HOT PIT privileges

Article IV. Membership Entitlements

Section 4.01 General, Tyro and Competition Members in good standing are entitled to the following benefits:

- (a) Members receive a subscription of TRANSMISSIONS. Any rules printed in the publication will be effective on the date of publication.
 - (i) Email version of Transmissions is free
 - (ii) Paper version is \$25 per year
 - (iii) Members are entitled to advertise in the Classified Ads in TRANSMISSIONS for one half the listed price
- (b) Members are entitled to a discount on all *FRCCA* merchandise
- (c) All *FRCCA* cardholders receive a discount on the entry fees to *FRCCA* seminars.
- (d) New members (Driving) receive a one time only gift of three (3) sets of race car numbers and three (3) *FRCCA* decals, and one *FRCCA* uniform patch.
- (e) New members may receive one printed *FRCCA* General Competition Rules Book at no cost upon request. Additional printed version they are available for Fifteen dollars (\$15) each.
- (f) The rules book is available on the web site or via email free of charge

Article V. Crew Memberships

Section 5.01 Crew Memberships are available as follows

- (a) Additional crew memberships are available.. This is a HOT PIT access card. Note that one is included in each driver membership package
- (b) In order for a Crew member to be in the “HOT PITS,” he/she *must* have a Crew Membership card at all times, *in full view* of Pit Lane Marshals.
- (c) Every car must have at least one crew membership attached to it. One is included in the drivers membership package
- (d) There is no limit to the number of crew a car may have, but each member entering the HOT PIT must have a Crew Card displayed.

- (e) Temporary Hot Pit Passes may be purchased at the track on the day of the race

Section 5.02 Benefits of Crew Membership

- (a) Crew members with personalized cards will receive *TRANSMISSIONS* annually, merchandise discounts.

Section 5.03 Benefits of General Memberships

- (a) Subscription to Transmissions (free electronically or \$25.00 mailed)

Article VI. Roles and Responsibilities

Section 6.01 The following are the roles and responsibilities of the various positions within the club and the officials of the club.

- (a) Chief Steward
 - (i) The Chief Steward(s) has the final decision in all protest situations.
- (b) Chief Starter
 - (i) The Chief Starter controls the race starts & restarts and it is his discretion at "NO-Start" (Do-Over) keeps track of lead changes and the top four (4) positions. She/he is in control of assessing Stop-&-Go penalties.
- (c) Race Control (Chief of Flagging & Communications)
 - (i) Controls all race day procedures and ensures the safety of the race course.
 - (ii) Runs drivers meeting.
 - (iii) Coordinates flag rules with corner workers
- (d) Chief of Timing & Scoring
 - (i) The Chief of Timing is responsible for all timing and scoring aspects
- (e) Grid Marshall
 - (i) The Grid Marshal ensures the safety of Pit Lane and starts the race parade lap in an organized manner.
- (f) Tech Inspector
 - (i) The Tech Inspector ensures the eligibility of all vehicles participating in the race.
 - (ii) Ensures the legality of all competition vehicles, and ensures that all winning drivers have an FRCCA patch displayed on their uniform and FRCCA decals on their car (as required by the rules) during the day's on-track activities.
- (g) Registrar
 - (i) The Registrar receives and processes Race Entry forms and verifies the eligibility of all drivers (i.e., license/permit, membership card, etc.), records and displays grid sheets and unofficial race results.
 - (ii) Any temporary passes or permits.
- (h) Race Chairperson
 - (i) The Race Chairperson arranges the race day (ambulance, flag personnel, promotions, insurance, safety equipment, etc.).
- (i) Fire & Rescue Chief
 - (i) The Fire Rescue Chief is to report to the scene of an accident and/or fire & advises control.

- (j) Chief of Workers
 - (i) He/she sets up and cleans up Flag Stations and ensures that Flag Station is in a safe spot, assigns Flag Station personnel.
 - (ii) Gives safety meeting at the beginning of the day to Safety Crew.
 - (iii) Coordinates flag rules with drivers

Section 6.02 **The following committees are recognized** and have the roles and responsibilities as defined within this section.

- (a) Stewards of the Meet
 - (i) Consists of:
 - a. One (1) non-driving member, preferably an FRCCA worker
 - b. A minimum of two (2) non-conflict drivers and a maximum of four (4) are required for Stewards of the Meet duties
 - c. Only Senior licensed holders are eligible for Steward of the Meet responsibilities.
 - (ii) The Stewards of the Meets' duties are to hear all race day problems. The people involved in the violation are to be included in discussions & the class representatives if necessary.
- (b) Safety Committee
 - (i) The Safety Board is a three-person (3) panel set up to hear and decide on driver's actions, consisting of;
 - a. Two (2) Senior Competition License holders (one (1) of which is the Chief Instructor or a non-conflicting appointee) the other from a non-conflicting class
 - b. And one (1) Safety Crew member of 'Chief' status totaling 3. The Series Administrator will sit in on hearings.
 - (ii) 2010 Safety Committee
 - a. Mark Clancey Safety Crew (or designate)
 - b. Ron Beard (or designate)
 - c. Andrew Graham or David Wollman (Driver advancement and training)
 - d. Series administrator John Heckman (or designate)
- (c) Appeal Panel
 - (i) A member may request a hearing in front of an Appeals Panel by submitting his/her request in written form only and must accompany said request with a fee of Two hundred dollars (\$200).
 - (ii) The Appeals Panel will consist of the following:
 - a. The Series Administrator, who will have direct supervision of the appeal.
 - b. Technical, non-technical or Safety committee
 - c. Chief Steward.
 - (iii) The Appeals Panel will decide whether or not to hear the appeal.
 - (iv) Fee Status (After Appeal Decision)
 - a. The Fee Will not be returned, if they decide no appeal is necessary.
 - b. The fee will be returned only if the decision is overturned.

- (d) Committee for driver training and advancement
 - (i) Responsible for;
 - a. FRCCA Driving School;
 - b. Makes the final decision on upgrading licenses;
 - c. Are members of the Safety Board (unless he/she is the one being brought up in front of the Board)
 - (ii) 2010 Andrew Graham and Dave Wollman

Article VII. Race Entry Procedure and Rules

Section 7.01 The following are specific rules and procedures for race entry.

- (a) Anyone entering the race track premises signs a waiver exonerating that facility and the FRCCA LLC from any and all legal claims. No suing!
- (b) Only the racecar driver may register for race day events. No other person is allowed to do so for her / him.
- (c) The driver must enter all crewmembers names on the race entry form.
- (d) Any Crew member who will be in the 'Hot Pits' must have a Crew Card which may be purchased (There is no limit to the number of crew a car may have but each must have a Crew Card to be in the HOT PIT)
- (e) Pre-registration fees are to be postmarked (9) nine days prior to the race event (two Thursdays before the event). Any fees postmarked later than that will be considered late and you will be charged a late fee at registration.
- (f) Pre-registration fees for a one (1) race event are usually available at a savings. At track/late or non-member fees are higher.
- (g) Pre-registration fees not used will be credited only for FRCCA events or items.
- (h) Any driver in bad standing will not be eligible to participate in the year-end point's standings or FRCCA discounts, pre-registration and/or FRCCA Club decisions.

Article VIII. Starts, Starting and Race Procedures

Section 8.01 The following are approved methods and procedures that may be used for starting an FRCCA race event.

For the following types of starts or restarts see:

Types of starts	Section 8.02
Green Flag	Section 8.03
Full course yellow	Section 8.04
Any restart (general)	Section 8.05
False start	Section 8.06
Restarting with and without a pace car	Section 8.07
Restart from pit lane	Section 8.08

- (a) Two types of starting formats are recognized in the FRCCA: The decision as to which method to use to start the race will be at the discretion of the FRCCA.
 - (i) Rolling start – Vehicles are rolling at start of race.

- a. Standing start flags – Vehicles come around after a reconnaissance lap and are directed to starting position by officials. Flagman will be displaying a RED flag, when all cars are gridded and track is clear a YELLOW is displayed any time after the yellow is shown he/she will display the GREEN to begin the race.
- (ii) Standing starts will not be used in any class that is using a racing clutch.
- (iii) Standing start lights– Vehicles come around after a reconnaissance lap and are directed to starting position by officials. When all cars are in position a single red light will illuminate, then each light will come on individually. When all lights are lit a pause will occur (timing at starters discretion) then all lights will go out and race is underway.
- (b) Once the 1st lap is complete all starts will be in the restart format. (First lap completed is defined as the last place runner crossing the S/F line the first time)

Section 8.02 Starts

- (a) If a driver other than the Pole Sitter creates a no-start situation
 - (i) Nothing will happen the first time
 - (ii) If s/he pulls out of line a second time the race will be started and s/he will be given a Stop & Go penalty.
- (b) If the Pole Sitter creates a false start; he/she must go to the back-of-the-pack.
- (c) Any driver who spins during the pace lap must go to the back-of-the-pack and start the race from that position.

Section 8.03 Green Flag Start

- (a) A Green Flag start is double file.
 - (i) If something happens that separates the field and is before the first lap is completed, the Chief Starter has the right to call a “No-Start” and begin the race over with cars in double file.
- (b) At the start of the race, cars are in double file formation and passing is permitted as soon as you see the Green Flag.

Section 8.04 Full Course Yellow (Dual Yellow Flags)

- (a) Any lap started (S/F line) under dual Yellow Flags indicating a full course caution will remain under dual yellow until a green is displayed at the S/F line.
- (b) You may not pass until the green is displayed at S/F and you may not pass until you cross the S/F line. You will be given a Stop & Go penalty for this infraction.

Section 8.05 Restarts

- (a) On a restart, cars are in a single file formation and no passing is permitted until you cross the Start/Finish line.

Section 8.06 False Starts

- (a) If the Pole Sitter creates a false start, he/she will start at the back-of-the-pack.
- (b) If any other driver moves out of position prior to the displaying of the Green Flag, a no-start will take place. If the same driver moves out of position a second time, the race will be started and he/she will be given a Stop & Go penalty.

Section 8.07 Restarting with and without a pace car

- (a) With a Pace car

- (i) In events where a pace car is available the pace car will pick up the leader of the race.
 - (ii) In case the leader is not picked up - Any cars immediately ahead (on track) of the leader will be allowed to circle around at a safe speed, WHEN SIGNALLED to go around the pace car, this signal will come from the main flag station and will be followed up with a warning to the safety crews as to what is going on, pay attention as to where the actual yellow locations are and follow yellow area rules in those zones, to rejoin the field at the rear.
 - (iii) The signals that the next lap will be going back to green flag racing are the one (1) lap signal from the main flagman and the pace car lights will be turned out.
 - (iv) In the event the course could not go green as anticipated the pace car lights will come back on.
 - (v) Coming to the green the pace car will break away from the field at a pre-designated area and the control for the pace goes to the leader.
 - (vi) If a circumstance occurs between the time the pace car exits and the field approaches the S/F line the flagman will indicate a no start.
 - (vii) In this event no pace car will be dispatched unless it is determined to be a multiple lap caution period.
- (b) Without a Pace car
- (i) In events where a pace car is not available the leader will maintain approximately 40 MPH.
 - (ii) Any cars immediately ahead (on track) of the leader will be allowed to circle around at a safe speed, pay attention as to where the actual yellow locations are and follow yellow area rules in those zones, to rejoin the field at the rear.
 - (iii) The signal that the next lap will be going back to green flag racing is the one (1) lap signal from the main flagman.
 - (iv) In the event the course could not go green as anticipated, the flagman will signal the field.

Section 8.08 Restarting from the pit lane

- (a) In the event that the field must be stopped and pulled into pit lane the field will be given the black flag and regardless of with or with-out pace car the field is to enter pit lane in the order you are on the track. If there is a pace car it will lead you down to the stop point.
- (b) Once in pit lane officials will physically move the cars to the correct restart order.
- (c) Any questions must be addressed at this time once on track it is too late and no changes will be made except by officials as required.
- (d) Any driver requiring assistance to restart their vehicle may do so and may take up his assigned position in the field for the restart.

Section 8.09 Gridding All Classes General

- (a) A push start in the False Grid is permitted. If the driver cannot pull out of the grid in his position he must fall to the rear such as in the case of an extended push start that holds the field behind up, or any of the field behind him goes around him.
- (b) All drivers must report to the False Grid five (5) minutes prior to the printed time or be Gridded at the back of the pack.

- (c) The Pole Sitter has the choice of the inside or outside position. All other drivers must start in the position they were Gridded in regardless of the Pole Sitter's decision.

Section 8.10 Pro-Avanti (FRCCA Spec. Club Class)

- (a) In the Pro-Avanti class the grid is set by the points each driver has previously earned. Lowest earned points is on pole with the high point's holder last but before any driver with No points. Zero (0) is considered a number and a driver who entered but scored 0 points will start up front.
- (b) In the Pro-Avanti Division the Pole is determined by points with low point's holder on the Pole.
- (c) See Section 22.02 also for additional Pro-Avanti gridding and scoring procedures.

Section 8.11 Passing procedures

- (a) A pass is not complete until either car is clear of the other. When cars are side by side (cockpit beside cockpit) drivers are to hold their line. In other words you cannot change lanes if you are inside you stay inside if you are outside you stay outside of the other competitor. If you are not side by side but are slightly behind the other competitor you must yield the lane and assume the other driver does not see you.

Article IX. Points

Section 9.01 The following methods and rules apply to various classes as specified for the accrual of season points

- (a) Any driver using a vehicle found illegal at Impound will lose any points accumulated between that event and the last time the car was impounded.

Section 9.02 POINT SYSTEM

- (a) Points Distribution for Competition Points Races
 - 1st = 12
 - 2nd = 10
 - 3rd = 8
 - 4th = 7
 - 5th = 6
 - 6th = 5
 - 7th = 4
 - 8th = 3
 - 9th = 2
 - 10th = 1
 - 11th to all classified finishers = ½ point
- (b) Four (4) bonus point will be awarded to the person winning the Pole .
- (c) Two (2) for second starting spot.
- (d) One (1) for third starting spot.
- (e) One bonus point will be awarded to the person who has the fastest lap of the Competition Points Race (C.P.R.). In the event the laps are tied between drivers, 1/2 point or less will be awarded IF there is a problem with T&S no points will be awarded for this.

- (f) In the event that T&S is not available no fast lap point will be awarded.
- (g) Full Points are awarded to drivers completing 50% or more of a race.
- (h) ½ points will be awarded to drivers finishing less than 50% of a race.
- (i) DNS and entered drivers will receive ½ point

Article X. Rain

Section 10.01 Rain tires will be used for all classes

Section 10.02 If Race Control determines that conditions are not acceptable for racing and the race has already started;

- (a) If the race is past ½ way (by the leader) the race is official and full points will be awarded.
- (b) If the race is not past ½ and can be re-started that day - the race will be a complete restart if cars were told to retire to their respective paddock.
- (c) If the race can be re-started without returning the cars to the paddock no working on cars is allowed and the race will be completed from where it was stopped.
- (d) If the race is carried over to another date it will be a complete restart.

Article XI. AWARDS

Section 11.01 General

- (a) In some cases special arrangements may be made with organization management.

Section 11.02 RACE DAY AWARDS

- (a) Awards are presented to the top 3 in each division/class/field.
- (b) Four (4) cars must be registered in a class to constitute a race class. Discretion of management may be fewer
- (c) Fifteen (15) cars are required to make a single class grid. (Time permitting)

Section 11.03 YEAR-END AWARDS

- (a) Year-end awards are given only to FRCCA members. Race day Awards and series-within-a-series trophies may be won by non-FRCCA members as indicated within the 'series' rules.
- (b) Year-end points are based on the total points accumulated for two (2) less races than the total number of FRCCA races scheduled for the season. A driver's two (2) worst scores will be eliminated from his/her year-end points total. Exception being series within a series.

Article XII. General Race Procedures

Section 12.01 The following are general race procedures to be followed during an FRCCA event.

- (a) In the event your car stops during an event (on or off course) you may be restarted and continue on with the event. However the following guidelines will apply;
 - (i) If your stopping causes a full course yellow you will be assessed a one (1) lap penalty whether you actually go a lap down during the restarting process

or not. If you go one (1) or more laps down during this process you will not be assessed an additional lap.

- (ii) If you cause an additional yellow condition (full course) you must pull into the pits and stop. You may no longer participate in that race, but may continue to participate in the rest of the days events.
- (iii) In the event you are causing a local yellow, you will only be restarted if it is felt that it is safe to do so by race officials and corners workers. This is at the discretion of the officials and ANY efforts by you or your crew to convince officials to restart the car will be considered unsportsmanlike like conduct.
- (iv) Also reference Article XIV Letters I and J

Section 12.02 Flags and Signs

- (a) **GREEN FLAG (Solid Green)** When displayed, the green flag indicates that the course is clear, and that racing is underway. The green flag is ordinarily shown only by the Starter.
- (b) **YELLOW FLAG (Solid Yellow)**
 - (i) STANDING YELLOW – Take care, Danger, Slow Down, NO PASSING FROM THE FLAG until past the emergency area.
 - (ii) WAVED – Great Danger, Slow Down, be prepared to stop – NO PASSING FROM THE FLAG until past the emergency area.
 - (iii) DOUBLE YELLOW, DISPLAYED AT ALL STATIONS – Indicates the entire course is under yellow (full course yellow). All stations will display double yellow flags for all pace and safety car laps. SLOW DOWN, NO PASSING. However, cars may carefully pass emergency vehicles and other cars that are disabled or off pace (see 6.6.2.). NOTE: A driver may encounter several flags before reaching the emergency area. The requirements are still the same: SLOW DOWN, NO PASSING.
- (c) **BLUE FLAG (Blue with Diagonal Yellow Stripe)** Another competitor is following very closely or is trying to overtake. This flag may be displayed standing or waving, depending upon the speed differential.
- (d) **SURFACE CONDITION (Yellow with Vertical Red Stripes)** Take care. A slippery condition exists, or debris is present on the racing surface. This flag is displayed standing.
- (e) **WHITE FLAG (Solid White)** Caution and take care for a slow moving race car, ambulance or other emergency vehicle on the racing surface. The standing flag is displayed for 2 flag stations prior to the vehicle in question. In addition, a standing white flag will be displayed during the first lap of each race group's first session of the day to indicate the location of the flagging stations.
- (f) **BLACK FLAG (Solid Black)**
 - (i) CLOSED BLACK FLAG (Furled) – Pointed or shaken at an individual car from the Starter's stand (optionally, accompanied by a number board indicating the car number): WARNING for driving in an unsafe and/or improper manner. Continued unsafe and/or improper driving will result in an OPEN BLACK FLAG.
 - (ii) OPEN BLACK – Displayed from the Starter's stand with a number board indicating the car number: Proceed directly to the pits and the location designated by the Chief Steward or event Supplemental Regulations for consultation with Officials. DO NOT TAKE ANOTHER LAP. NOTE: This flag and number board may also be displayed at station(s) elsewhere on the course.

- (iii) OPEN BLACK, DISPLAYED AT ALL STATIONS – The session has been stopped; all cars must stop racing, and proceed directly and immediately to the pits, exercising extreme caution. This flag will be displayed with an 'ALL' sign at the Starter's stand and the sign may also be shown at station(s) elsewhere on the course. NOTE: THE BLACK FLAG CAN ONLY BE DISPLAYED BY ORDER OF THE CHIEF STEWARD AS RELAYED THROUGH RACE CONTROL.
- (g) **MECHANICAL BLACK FLAG (Black with Orange Ball)** Displayed from the Starter's stand with a number board indicating the car number. There is a mechanical problem with the car. Proceed directly to your pit or the location designated by the Chief Steward or event Supplemental Regulations. DO NOT TAKE ANOTHER LAP. NOTE: This flag and number board may also be displayed at station(s) elsewhere on the course.
- (h) **CHECKERED FLAG (Black and White Checks)** Displayed at Finish to indicate that the session is finished. Continue cautiously to the pits.
- (i) **RED FLAG (Solid Red)** Displayed at each station and on the Starter's stand – EXTREMEDANGER – THE SESSION HAS BEEN STOPPED. Come to an immediate, controlled stop at the side of the race track (preferably before and within sight of a staffed station or where specified in the event Supplemental Regulations). When released by an official, proceed cautiously to the pits. Once a red flag has been displayed, it will not be withdrawn until all cars have come to a stop. NOTE: THE RED FLAG CAN ONLY BE DISPLAYED BY ORDER OF THE CHIEF STEWARD AS RELAYED THROUGH RACE CONTROL.

Section 12.03 FRCCA Hand Signals - The hand signals from driver to Corner Worker and vice-versa are your only form of communication. When you're trying to signal a Corner Worker that a car ahead of you has something wrong with it do not assume that the Corner Worker saw it. Give the signal to as many Flag Stations as possible.

- (a) DRIVERS TO CORNER WORKERS - STOPPED VEHICLE SIGNALS:
 - (i) BOTH ARMS HORIZONTAL (level with the horizon) - Flat tow needed.
 - (ii) BOTH ARMS VERTICAL (up in the air) - Raised tow needed.
 - (iii) WAVING CROSSED ARMS - Vehicle does not need to be towed.
 - (iv) IF YOU CRASH HARD - Some type of signal to indicate that you are OK and no help is needed; otherwise an emergency will be called for your benefit.
- (b) DRIVERS TO CORNER WORKERS - VEHICLE IN MOTION:
 - (i) ONE ARM VERTICAL (up in the air) - Request clearance to reenter race track.
 - (ii) DRIVER POINTS AT VEHICLE IN FRONT AND WIPES HIS VISOR - Driver thinks the vehicle in front of him is leaking fluid on the track.
 - (iii) DRIVER MAKES A MOTION LIKE HE'S SMOKING A CIGARETTE AND POINTS AT VEHICLE IN FRONT OF HIM -Driver thinks that vehicle is smoking.
 - (iv) DRIVER POINTS AT VEHICLE IN FRONT OF HIM AND TAPS WINDSHIELD- Some part of the coachwork of the car being pointed to has something loose.
 - (v) DRIVER POINTS AT VEHICLE IN FRONT OF HIM AND WIGGLES ARM IN SNAKELIKE MOTION - That driver appears not to have control of HIS/HER car

- (vi) DRIVER KNOCKS ON HELMET - Driver spotted debris on track and no Flag Station is displaying a Debris Flag yet. Corner Worker will call to previous flag station to advise to put out Debris Flag.
- (vii) DRIVER PUTS ONE HAND TO SIDE OF HELMET AND WAVES FINGERS - Driver spotted deer or other animal on track between you and last Flag Station.
- (c) DRIVERS RECEIVING SIGNALS FROM CORNER WORKER – VEHICLE IN MOTION:
 - (i) OPEN PALM EXTENDED SIDEWAYS TO SIDE OF PERSON - Stop here in front of person giving signal. This signal is used by all Safety Crew personnel. Failure to stop will result in a Stop & Go penalty.
 - (ii) CORNER WORKER POINTS AT YOUR CAR AND MAKES A WIPING MOTION IN FRONT OF FACE - Your car might be leaking fluid. Corner Worker will advise Flag Stations ahead to be watching our car for leaks/spills. If you are leaking, you will be Black Flagged.
 - (iii) CORNER WORKER MAKES MOTION LIKE HE/SHE IS SMOKING A CIGARETTE - Your vehicle is smoking. Advise you pull in Pits immediately.
 - (iv) CORNER WORKER POINTS AT YOUR VEHICLE AND MOVES ARM IN A SNAKELIKE MOTION - Your car appears loose (wiggling through turns, not holding road well). Corner Worker will advise Flag Stations ahead to keep an eye out to determine if car is unsafe.
 - (v) CORNER WORKER POINTS AT YOUR CAR AND POINTS A FINGER TO THE GROUND IN AN UP AND DOWN MOTION - There is something loose on your car. Your car will be watched by upcoming Corner Workers to determine if you stay on track or get Black Flagged.
 - (vi) CORNER WORKER HAS ARMS HORIZONTALLY, PALMS FACING GROUND, WAVING IN UP/DOWN MOTION – Slow down!
 - (vii) CORNER WORKER IS MOTIONING ARMS LIKE HE/SHE IS CLAPPING IN SLOW MOTION - Catch up to the rest of the cars.
 - (viii) CORNER WORKER PUTS BOTH HANDS ON EITHER SIDE OF HEAD AND WIGGLES FINGERS – Deer or other animal on track or trackside between his/her Flag Station and next Flag Station.

Article XIII. PIT LANE / PADDOCK PROCEDURES

- (a) Every vehicle entering the race track must make a full stop at Pit Out before entering track unless advised otherwise by a hand signal from the Pit Out Marshal (dressed in white or orange). This is a mandatory rule for every car entering the track! Failure to do so will result in you being given a Stop & Go penalty.
- (b) The speed limit in the Paddock is five (5) miles per hour for any vehicle and this rule is in effect twenty-four (24) hours a day. Anyone speeding will be fined One hundred dollars (\$100) which must be paid in cash before you will be allowed back on track.
- (c) Any motorized vehicle (Formula car, mini-bike, ATV, etc.) in the Paddock must be driven by an FRCCA license/permit holder, a Crew card holder or FRCCA officials. The license/permit or Crew Pass must be in full view of marshals. Failure to comply will result in a One hundred dollar (\$100) fine, to be paid in cash before you may compete, and the motorized vehicle will be impounded for the balance of the event.

Section 13.02 **Allowed Access and Personnel Rules**

- (a) The only people permitted in Pit Lane (HOT PIT) are:
 - (i) FRCCA officials
 - (ii) Those people displaying an active Crew Membership card (HOT PIT)
- (b) Only authorized personnel are allowed on the racetrack once the race day has officially begun. No crew people, family or friends are allowed to go trackside.
 - (i) Failure to comply will result in a penalty given by Race Control at his/her discretion.
- (c) A driver is allowed to walk, bike or roller skate the track course before the official FRCCA beginning time, but no time after the day begins. With the exception of track or FRCCA officials, nobody may take a motorized vehicle on track at any time (before, during, or after racing) unless given permission from an FRCCA official (i.e., the Chief Instructor may take students out for track tour).
- (d) Only one representative per car may be allowed at the outside Pit Wall any time during the Pole Sprint or CPR.
- (e) Only crewmembers of the cars on track at the time are permitted in Pit Lane and FRCCA officials.
- (f) Appropriate Attire is required as outlined here;
 - (i) NO Tank tops/sleeveless tops, shorts
 - (ii) NO Open shoes in Pit Lane at any time on race day
 - (iii) No person standing at the outside Pit wall may display or wear red or yellow clothing
- (g) No person under the age of fourteen (14) is permitted in Hot Pit
- (h) No substance abuse is allowed on track property.
- (i) No glass containers are permitted on track property.
- (j) A driver is responsible for the actions of his/her crew, family, friends, pets and any guest(s). Any penalties/fines that may be incurred by such person(s) will be placed on the driver and must be paid in cash before the driver may continue racing.

Section 13.03 **General Pit lane Equipment Rules**

- (a) No car or support apparatus may be left in the center of the Pits' driving lane.
- (b) If you are using a tow vehicle to deliver or remove race cars from Pit Lane, you must remove the tow vehicle from Pit Lane immediately.

Section 13.04 **Pit Lane speed limit**

- (a) Is a maximum of 50 MPH at all times.
- (b) All Tyro (novice) drivers may only use first gear in Pit Lane.
- (c) Failure to comply is a fine of One hundred dollars (\$100), to be paid in cash before you may compete.
- (d) All drivers are responsible for adhering to this rule.

Article XIV.

RACE DAY PROCEDURES

- (a) In case of doubt as to the wording of or ambiguity in these regulations, the decision of the FRCCA Officials shall prevail and will be binding on all parties except as provided in the protest and appeal procedures specified herein.
- (b) The driver's Tech Sheet, Timing Slip and Log Book must be completed prior to presentation to race officials.
- (c) Tech inspection is held in an area officially designed at the track. At the discretion of the tech inspector inspections may be done at trailers with respect to time on either the day's events or driver getting on track. However if it is during time slotted for inspection the car must be presented in the proper place.
 - (i) Any car inspected later than fifteen (15) minutes after the last practice session for your class will be disqualified.
- (d) Timing Slips must be handed in at the officially designated area (usually at Registration desk), *No later than 15 minutes after your timed session*
 - (i) Failure to do so will cause you to be Gridded at the back-of-the- pack.
 - (ii) If you do not have a lap time, you must indicate, so, on your Timing Slip and hand it in anyway.
- (e) The grid sheet, race results, schedules, etc., will be posted in an area specified at the drivers' meeting.
- (f) All drivers must report to the False Grid five (5) minutes before the time printed on the schedule
 - (i) Late presentations will cause you to be Gridded at the back-of-the-pack.
 - (ii) In the case of a shared car time will be allotted (10 minutes) to allow for refueling, mechanical work and driver changes
- (g) The Pole Sitter has the choice of position, and s/he must maintain a speed appropriate to keep all cars together in formation to take the Green Flag. Choice must be made prior to leaving the false grid.
- (h) If it is necessary to have more than two (2) pace laps, the additional laps will be deducted from the total number of laps scheduled for the race.
- (i) If a car breaks down on track during racing and cannot be restarted, you are out of the race.
 - (i) If your car is in a dangerous position on or near the track, we will try to have a Corner Worker push the car to a safe spot if it is safe for her/him to do so.
 - (ii) If your vehicle restarts as a result of being pushed refer to Article XII Section 12.01.
- (j) If your car stalls as a result of efforts to avoid an accident and the race is put under a full course caution due to the original accident or your maneuvers you can be placed back in your position prior to the incident.
 - (i) This does not apply to local yellows.
 - (ii) The corner worker(s) and race officials have the final say. ANY efforts by you or your crew to convince officials in a desired direction, meaning by the car in question or a competitor will be dealt with and considered an unsportsmanlike act.

- (k) ALL cars must cross the scale and enter the paddock via pit lane after a race.
- (l) Drivers will be informed of their need to go into impound at the scale by sign or verbally.
- (m) All cars taking the checkered flag must scale post race the scale location will be announced prior to the day's events and every effort will be made to have them placed in pit lane for the races.
- (n) Any other car that Race Control or the Chief Steward so states must also scale.
- (o) Top 4 cars must report to the impound area unless otherwise indicated.
- (p) Shared cars must scale after each race. Car may then return to its pit area to be prepared for the next race but must go immediately to the impound area at the conclusion of the last race for the car if it finished in the top 4 in either race.
 - (i) Series administration does retain the right to inspect the shared car between races at his pit if time permits.
- (q) You are not permitted to do anything to your vehicle after racing while waiting for the vehicle to be inspected or weighed. The driver must remain with his car and if his helmet or any other equipment is removed from his person they must be placed in the cockpit by him.

Article XV. Recommended Driver Safety Equipment and Specific Driver Rules

Section 15.01 Uniforms

- (a) It is required that commended that drivers be entirely dressed in at least two (2) layers of fire resistant clothing. Realize that each layer has a maximum time before injury can occur. Bottom line is safety is a drivers responsibility.
- (b) All FRCCA members' uniforms must display the FRCCA patch over the right or left breast pocket.

Section 15.02 Personnel

- (a) No hair is permitted to be exposed anywhere.
- (b) All drivers must obey any instructions (flags, signals) given by a Corner Worker at his/her Flag Station. Failure to comply will result in a penalty given by Race Control at his/her discretion.
- (c) All drivers must be neat and clean in appearance
- (d) The spirit of the FRCCA is to provide first-class competition while keeping it a family sport.

Section 15.03 Helmets

- (a) All drivers shall wear a properly secured, full face helmet, with a face shield which meets or exceeds Snell Memorial Foundation Testing Standards M or SA, incorporated reference herein, as may be amended and supplemented, which has not reached the expiration date established by the Snell Memorial Foundation at the time of the event. Standards are available from the Snell Memorial Foundation, 3628 Madison Ave, Suite 11, North Highlands, CA. 95660. Currently SA 2000 and SA 2005 legal rating
- (b) A Nomex or better head sock is required to be worn with the use of the full face helmet with shield.
- (c) Use of open face helmets and goggles shall be prohibited.
- (d) Helmets must meet the above requirement (a) . All helmets must have the following information clearly labeled on the back (outside):

- (i) Name
- (ii) Date of Birth
- (iii) Blood Type
- (iv) Date of last tetanus. If you haven't had one, list that fact.
- (v) Allergies. If none, list "No Allergies".

Article XVI. PROTESTS and Rules Change Requests

Section 16.01 Protests

- (a) There shall be a One hundred dollar (\$100) fee paid to the FRCCA for any protest.
- (b) Any protest fee(s) shall be paid in cash only no credit, IOU, or Account Balance.
- (c) Any protest filed will be approved by the Stewards of the Meet and/or the Chief Steward(s) or race or series administration.
- (d) Protests may only be filed by a member in good standings and that member must be a driver or car owner who must also be a member in good standing, the protest may only be made in the field (class) that the driver is entered in or that the owner has a car entered in that day. Further the person protesting must have paid an entry fee for the days events in which the protest is being filed.
- (e) A protest being made against a car must be done so within one-half hour of the end of the race in which the car being protested ran, and the protest may only be made by a member in the same class as the driver being protested.
- (f) One (1) week must pass before a protest may be filed against any driver, it must be made by a driver from the same class or a team owner, and it must be in writing to FRCCA.
- (g) If a driver is found guilty of a protest, s/he is responsible for the expenses incurred in the determination of the guilty verdict (conference calls, travel fees when applicable, etc.).

Section 16.02 The cost of additional protest fees are as follows:

- (a) Inspection of oil pump and wiper: Fifty dollars (\$50)
- (b) Removal and inspection of cylinder head: Two hundred seventy-five dollars (\$275)
- (c) Complete engine tear-down: Eight hundred dollars (\$800)
- (d) If a competitor is found illegal, s/he will pay the protest fee. If the competitor is found legal, s/he will receive the monies collected less the protest fee money.

Section 16.03 Officials Inspections and Season End Inspections

- (a) Standard inspections during race season:
 - (i) Any car in an FRCCA Series and gaining points in an FRCCA class is subject to a complete engine tear-down and technical inspection by an FRCCA official or officials at any time.
 - (ii) Stewards of the Meet or Race or series administration must be available during any tear-down in case they are needed to be called in on an illegality in the vehicle.
 - (iii) Inspection can be at any time, except within seventy-two (72) hours preceding an FRCCA event that would count towards that championship.

- (iv) Refusal to submit the vehicle for said inspection will result in forfeiture of all points earned from any FRCCA championship for a maximum period of the preceding twelve (12) months.
 - (v) If a 'player' is disqualified, s/he incurs the cost of replacing all trophies received during the twelve (12) months preceding.
 - (vi) S/He shall also be responsible to see that the proper person receives the same.
- (b) Any car winning the year-long championship may be required to undergo a complete engine tear-down and technical inspection at the discretion of the FRCCA officials by FRCCA officials
- (i) There is no protest fee required for post season inspections.
 - (ii) There is no protest fee required for end of year inspections.
- (c) General Procedures for inspections
- (i) When bringing the engine to FRCCA for tear-down, just bring the engine. If the inspector or his assistants must remove engine from chassis, there will be a charge.
- (d) At any tear-down procedure, only the following people may witness;
- (i) Tech Inspector and / or Technical Committee / Series Administration
 - (ii) The driver and/or car owner;
 - (iii) A mechanic of the driver's/owner's choice.
 - (iv) The Technical Committee will be called on if there are any illegalities or irregularities found.
- (e) A full engine gasket kit will be given to all legal champions after the tear-down.
- (f) If a driver is disqualified, due to a rules infraction, s/he incurs the cost of replacing and/or returning any trophies received during the period not to exceed twelve (12) months preceding. That driver is also responsible for seeing that the proper champion receives the same.

Section 16.04 Rules Change Proposals

- (a) Any rules change request may be made by any member in good standing. The change proposal must be made on the form included in this book. ALL information required must be included to be accepted. This includes comments on spirit and intent with regards to the club. This may be submitted by hand, via mail or via e-mail. If you desire an electronic copy you can get one form either the main headquarters or from the current tech person.

Article XVII. PENALTIES:

Section 17.01 Yellow Flag

- (a) Any driver losing control of his/her race car in a Yellow Flag situation will be;
 - (i) Eliminated from the balance of that day's events
 - (ii) Fined one race entry fee at the discretion of the Safety Committee
 - (iii) Must sit out for one (1) race after the fine has been paid at the discretion of the Safety Committee
 - (iv) Work as an assistant Corner Worker for one race before being able to compete again at the discretion of the Safety Committee.

- (b) Any driver passing under a Waving or Unmanned Yellow Flag will be out for the balance of the event. For example, the FASTMASTER CHALLENGE is two races: if you pass under a Waving or Unmanned Yellow on Saturday, you are out for the balance of Saturday, not Sunday. But if the event is one race over two days and you make the infraction on Saturday you are out for Saturday and Sunday.
 - (i) The Chief Steward or Stewardess and or Safety Committee have the option of changing this if he feels the situation warrants a different remedy.
- (c) A second offense will result in that driver being disqualified to run for the balance of the day plus;
 - (i) Being fined one race entry fee at the discretion of the Safety Committee
 - (ii) Working as an assistant Corner Worker for one event.
 - (iii) The driver may not race until the fine is paid and the work obligation is done.
 - (iv) The driver may also be given an Unsportsmanlike Conduct penalty if the Stewards of the Meet Series administrator or the Safety Committee so deem.
- (d) If a driver has a third passing under a Waving or Unmanned Yellow Flag offense in one season.
 - (i) It warrants all of the above
 - (ii) An Unsportsmanlike Conduct penalty (no maybe)
 - (iii) The offender must work an additional FRCCA event as an assistant Corner Worker. (That means the three-time offender will lose three (3) race events on top of those already lost incurring the first and second infractions), have to work as an assistant to the Corner Worker, be fined One race entry fee, and be given an Unsportsmanlike Conduct penalty, which will definitely be put on his/her record.)
- (e) Failure to acknowledge a Waving or Unmanned Yellow Flag
 - (i) Will result in the driver being taken off the track for the balance of the day
 - (ii) Unless the Chief Steward or series administrator overrules this decision.
- (f) Under a Yellow Flag situation, no driver may give a wave-by signal to another driver.
 - (i) Unless that driver's car is disabled and coming to a complete stop.
 - (ii) Any driver(s) signaling a wave by without being disabled and coming to a complete stop, will be called into the Pits and must remain there until Timing & Scoring officials can rectify the positions on the track.
- (g) If a driver somehow loses his position in a Waving Yellow Flag situation because of a safety reason, that driver is to; (the driver under this type of circumstance will not be assessed a penalty but will have Article XIV paragraph J applied)
 - (i) Pull into the Pits
 - (ii) Advise the Pit-Out Marshal of the problem
 - (iii) Wait for the Pit-Out Marshal to feed you back into the field in the proper position.

Section 17.02 Stop and Go Penalties

- (a) Failure to respond to a Stop-and-Go penalty within three (3) laps will result in your not being scored from the 3rd lap after the flag was given.

- (i) If there are not three (3) laps left in the race, you have to come in before the race is over or you will have one (1) lap deducted from your results.

Section 17.03 Log Book Infractions

- (a) If a driver does not have their car teched, they will be disqualified.
 - (i) When the Chief of Tech signs the Log Book then disqualification can be reversed.
- (b) If a driver does not present their Log Book after a crash they will not be allowed to race again.
- (c) It is mandatory that ANY vehicle entering the track must stop at Pit Out before entering the track This allows the car to be checked for the proper decal that the car has been inspected.
- (d) Any member demonstrating Unsportsmanlike Conduct will be prohibited from entering the next FRCCA event, and s/he will be fined one race entry fee. A second offense will carry the fore-mentioned two (2) penalties and the offender has to work a Flag Station at an upcoming FRCCA event before he is able to compete again. A third display of Unsportsmanlike Conduct will result in an immediate expulsion from the FRCCA, and any trophies, and/or points awarded to that person during the race season must be given to the person who would have received them. All other race sanctioning bodies will be informed in writing of your expulsion
- (e) Any person being physically or verbally abusive to any FRCCA official will be removed from the track premises immediately by a track official and will not be permitted to race with the FRCCA until s/he apologizes in writing and verbally to the person you were abusive to and the Club. It is the FRCCA official's duty to report any such behavior immediately to Race Control, the Stewards of the Meet, or the Chief Steward(s). We will not tolerate any abuse towards the volunteer workers or anyone. This infraction may result in an Unsportsmanlike Conduct penalty.
- (f) Any car found illegal after having been previously deemed legal is subject to an Unsportsmanlike Conduct penalty at the discretion of the Chief Steward(s).
- (g) All second offense illegalities will be handled by the Stewards of the Meet and / or the series administrator.
- (h) All FRCCA driving members must have an FRCCA uniform patch over the right or left breast pocket and must properly display FRCCA car decals.
 - (i) Failure to do so may result in not being awarded points .
 - (ii) If discovered at Impound, you may be disqualified and any trophies, and/or points will be returned for distribution to the proper person.
- (i) Any car owner letting an unlicensed driver drive on the race course anytime during an FRCCA event will forfeit their race day or weekend, including money, points, etc. (in classes where full competition licensed are required)

Article XVIII. APPEALS

- (a) A member may request a hearing in front of an Appeals Panel by submitting his/her request in written form only and must accompany said request with a fee of Two hundred dollars (\$200).
- (b) The Appeals Panel will consist of the following:
 - (i) The Series Administrator, who will have direct supervision of the appeal
 - (ii) Technical, non-technical or safety committee or their stand in

- (iii) Chief Steward.
- (c) The Appeals Panel will decide whether or not to hear the appeal.
- (d) Fee Status (After Appeal Decision)
 - (i) Will not be returned, if they decide no appeal is necessary.
 - (ii) The fee will be returned only if the decision is overturned.

Article XIX. Advertising

- Section 19.01** Any Advertising on car must be done in good taste presented in such a way as to be non-offensive to anyone viewing said advertising.
- Section 19.02** Series Sponsors and associate sponsors logos etc must be displayed as required by literature and rules supplemental to this book.
- Section 19.03** Contingency sponsors may be accepted as to the entrants desire. However if you do not meet the requirements of the sponsor you will not be eligible for any awards from that sponsor.

Article XX. General Vehicle Approval

- Section 20.01** Only Approved vehicles that follow the guidelines of this section and any section pertaining to the particular class are allowed to participate with the FRCCA.
- (a) The driver is responsible for verifying the eligibility of the racecar.
 - (b) Engines are subject to indiscriminate tear down at the expense of the driver.

Section 20.02 Log Book and initial car inspection

- (a) Every racing vehicle entering an FRCCA event must have a Vehicle Log Book, which should have been given to you when you purchased your vehicle (this applies to all Formula car fields). This book is the 'diary/history' of the vehicle and is essential to have in your possession.
 - (i) The log book must be presented to the tech inspector at the time of an accident so damage may be recorded. Failure to do so will result in being barred from further competition.
 - (ii) If you did not receive one, or lost or damaged the one you had, you must buy a replacement for Fifteen dollars (\$15).
 - (iii) When the Vehicle Log Book is completely used up, it must be signed off by an FRCCA official and you will be given a new book, free.

Section 20.03 Safety Items - As a reminder while safety requirements are written within this book they are minimum requirements and your safety is up to you to decide.

- (a) A minimum of a five-point safety belt is required, they belt system must meet one of the standards that follow:
 - (i) SFI 16.1 or SFI 16.5, incorporated herein by reference and available at <http://www.sfifoundation.com>, seat belts shall be valid until December 31 of the second year after the date of MANUFACTURE (not purchase date) punched or indicated on the SFI tag. There shall be one original tag attached to one of the two shoulder belts, one original tag attached to the crotch strap, and one original tag attached to one of the lap belts.

- (ii) FIA 8853, incorporated herein by reference and available at <http://www.fia.com/sport/regulations/standards.html>, seat belts shall be valid for 5 years from the year of manufacture, (not purchase date). Belts are stamped or printed with an expiration year. FIA seat belts expire on December 31 of the year printed or stamped on the FIA tag. FIA tags are located on each leg of the shoulder belt and lap belt and on one leg of the crotch strap.
- (b) No pivoting roll bars are allowed.
- (c) Roll bars must have a minimum of two inches (2") a horizontal measurement. The helmet is not to surpass the imaginary line from the top of the roll-over bar to the bulkhead.
- (d) All car must be equipped with a hazard light, preferably amber but red is acceptable.
- (e) All drivers should be able to demonstrate that he can get out of the race car in five (5) seconds without the removal of any car panels, etc. The steering wheel may be removed.
- (f) Cars found with brass welding on suspension components will be banned from competition until the situation is rectified.

Section 20.04 Vehicle Identification and appearance FRCCA members

- (a) Any FRCCA driver participating in race day activities without the FRCCA decals on his vehicle as stipulated in this rules book will not be awarded points for the day.
- (b) All cars must be neat and clean in appearance. No primer-coated cars will be allowed to enter the day's activities. All painted components must match a color scheme.
- (c) All body panels are to be in place for the start of the first practice session of the day.
- (d) A car must display three (3) sets of highly visible numbers: one set on the nose, and one set on either side of the vehicle between the front and rear wheels
- (e) A car must display its numbers as registered with FRCCA, car classification, and FRCCA decals clearly on the vehicle.
 - (i) On either side, numbers must be centered between the front and rear wheels.
 - (ii) An FRCCA decal, car number and car classification are to be in a rectangular pattern on the sides.
 - (iii) On the nose, the numbers are to be centered and an FRCCA decal is to be placed directly below the number.
- (f) All car numbers must be a minimum of eight inches (8") in height.
- (g) Formula Car Classification Identifiers
 - (i) Formula Vee – F/V
 - (ii) Formula F - F/F
 - (iii) Formula Continental – F/C All push or pull rod cars or cars with Zetec engine platform. F/C 2 all other suspension types
 - (iv) Formula 2000 A' or 'B' Series F/2000 'A' or 'B'
 - (v) Formula Atlantic - F/A
 - (vi) Formula Libre - F/L

- (vii) Formula 1000 – F/B
- (viii) Formula Enterprises – F/E
- (ix) Formula 500 – F5
- (x) Formula Mazda – FM
- (xi) Formula First - FST
- (xii) Formula Tyro - F/T
- (xiii) Formula Sixteen Hundred – F/S or F/1600
- (xiv) Formula *Pro-Avanti* - F/PA
- (h) Every driver is eligible for permanent numbers (as long as you reserve them by March 1 each year)
 - (i) The numbers one and two are reserved for the champions of all classes (Tyro being an exception). These are the only reserved numbers.
 - (ii) Permanent numbers maybe requested by March 1 of each year and numbers used the previous year will be reserved until that date.
 - (iii) If a driver chooses not to use his earned number (1 or 2), nobody else may use it unless he has permission from the one who earned it.

Article XXI. Formula Car Classes

Section 21.01 Car Classes – Formula Cars Only

- (a) The Formula car fields in the FRCCA are:
 - (i) Formula Vee
 - (ii) Club Ford
 - (iii) Formula Ford
 - (iv) Formula 1000
 - (v) Formula Enterprises
 - (vi) Formula 500
 - (vii) Formula Mazda
 - (viii) Formula Continental
 - (ix) Formula 2000
 - (x) Formula Atlantic
 - (xi) Formula Libre – Covers Formula S (SCCA) This is a free class (unregulated)
- (b) The above classes are all regulated by Sports Car Club of America rules (SCCA) unless noted.

The Remaining Car Specifications in This Book Are Specific for the 3 FRCCA SPEC CLASSES

Article XXII. Formula Tyro, Formula 1600 and Formula Pro-Avanti

- (a) FRCCA Spec. Club classes
 - (i) Formula Tyro - A driver with limited or no driving experience and / or no accepted license who is entering the club classes
 - (ii) Formula Sixteen Hundred - Any driver with previous racing experience is allowed to start at this level.
 - a. A Tyro driver may be placed in this class under probation.
 - (iii) Formula Pro-Avanti. - An invitation only class

Section 22.01 Formula Pro Avanti - Qualifications for the Formula Pro-Avanti Division – Invitation Only

- (a) All drivers must have a minimum of two (2) complete race seasons totaling at least 18 events.
- (b) New drivers must file application for acceptance to this division. Each application must be sponsored by an existing driver in this class.
- (c) Any applicant must produce a clean driving record for review by the acceptance committee.
- (d) Any applicant must be capable of speeds within 10% of lap record for F/PA.
- (e) Every driver that is accepted into F/PA is on three (3) race probation and must display a Yellow streamer for these races. After completing three events the 66% majority must vote to accept this driver.
- (f) Once a driver is accepted into this field that driver must compete in ten (10) additional events before they have earned the privilege to vote on F/PA issues.
- (g) Team entered cars are GRIDDED by points gathered by the car, not the individual driver.
 - (i) Team drivers must be named before the car is entered in its first competition race of the season, and cannot be changed during the season.
- (h) A Bonus point will be awarded to the Fastest lap during the C.P.R.
- (i) Qualifying for the road course races will be done via single timed lap, similar to F-1 style, Short Ovals will use the "INDY" type four lap format. All racecars are to start on Cold tires.
- (j) Bonus points for the top three Qualifying times will be awarded as follows; quickest receives - 4 points, second quick will get -2 points while third fastest will be awarded -1 bonus point.
- (k) All bonus points awarded will be added at the end of each race event to set the grid for the following race.
- (l) Both the grid for the single lap qualifying as well as the grid for the start of the C.P.R. is established by the total of points prior to the race.
 - (i) High points will line up first to qualify.
 - (ii) High points will line up last in the C.P.R.

- (m) The driver with the lowest points will start on Pole; each driver with additional points will start further back with the driver with the most points starting last of all the point holders. Drivers with Zero (0) points will start behind the high point's driver.
- (n) In the situation where there is a tie in points the driver that finished the C.P.R. will start behind the other driver.
- (o) Zero point's holder will start the following race in the order of finish or DNF. This rule applies to race 2 only.
- (p) Any driver that misses 2 races in a row will be gridded at the back of the pack, Weekend or over 2 weekends.
- (q) In order for a competitor to receive year end awards they must have participated in over 50% of the season race schedule.

Article XXIII. Rules for FRCCA- SPEC. Club Classes:

- (a) Any European –legal Formula Ford car six (6) years or older is acceptable for competition in any Club Ford class (Includes Formula Tyro, Formula 1600, and Pro-Avanti).
- (b) The Banshee BTF-1600 is allowed in New or used form, The Patanto DB4 2002 is legal.
- (c) Any formula car designed according to the FRCCA club Class specifications, previously approved by FRCCA officials is acceptable for competition in any Club Ford class
- (d) New designs must be submitted to FRCCA officials for approval prior to its initial competition outing.
 - (i) Physical review of the car and approval should be granted by FRCCA 12 weeks prior to initial competition outing.
 - (ii) Within 6 months from date of approval car design must be made available to the public for sale. Along with this spare parts must be available.

Section 23.01 Design change or alterations to FRCCA Club class cars.

- (a) All materials used on chassis work must be equal to or exceed the original manufacturer specifications. Any modifications to chassis materials must exhibit material mechanical properties equal to or exceeding the original manufacturers specifications.
- (b) All design changes or alterations to Club class cars, must first be approved by the FRCCA.
 - (i) Drawings and/or photos must be submitted for review before construction starts.
- (c) All approvals will be on FRCCA letterhead and signed by both the series administrator as well as the series technical director.
 - (i) Approval will be noted in the vehicle log book; at that point presenting the official approval letter prior to competition will no longer be required.

Section 23.02 Chassis (Ref. Appendix A)

- (a) The chassis is defined as the frame.
- (b) All materials used on chassis work must be equal to or exceed the original manufacturer specifications. Any modifications to chassis materials must exhibit material mechanical properties equal to or exceeding the original manufacturers specifications.

- (c) It must be a "space frame" design.
- (d) Monocoque – type structures are prohibited.
- (e) Sheet material affixed to the frame by rivets, bolts or screws which are located with center to center distances of six (6) inches or less are defined as a stress bearing panel and are therefore illegal.
- (f) Sheet material panels affixed to frame by welding or bonding with ends of welds/bond joints less than 6" apart are considered stress bearing and hence illegal. See appendix A
- (g) Only the following stress bearing panels are considered legal:
 - (i) Panel forming a bulkhead specifically to mount brake and clutch pedals and master cylinders.
 - (ii) Panel forming a bulkhead specifically for mounting of the instrument panel.
 - (iii) Panel forming a bulkhead located between driver and engine bay.
 - (iv) Panel forming the under tray - flat panel mounted under the chassis running from the bulkhead mounting the brake/clutch master cylinders rearward to forward of the engine bay.
- (h) Separate frame mounted brackets for mounting components, such as engine, transmission, suspension pick ups, body panels, etc may be of nonferrous material and of any shape and fastened to the frame in any manner provided they meet the 6 inch rule as stated in 21.03 (f)
- (i) Roll-Over bar
 - (i) No pivoting roll bars are allowed.
 - (ii) No part of the drivers helmet, strapped into the normal driving position, should protrude above an imaginary angled plane formed by intersecting the highest point of the rear roll-over bar and the highest point on the bulkhead mounting the instrument panel cluster. See Appendix A
 - (iii) The drivers helmet must be a minimum of two (2") inches below a horizontal plane formed by intersecting the highest point on the rear rollover bar when the driver is strapped into the normal driving position. See Appendix A

Section 23.03 Mandatory FRCCA spec. club class chassis modifications.

- (a) PADCAP (**P**rotection **A**gainst **DECAP**itation)
 - (i) The chassis must provide protection against decapitation, herein call the PADCAP rule. This is defined The chassis must provide protection against decapitation, herein called the PADCAP rule- defined as any device that prevents an object from entering the car and contacting the driver below their chin / helmet when in the normal strapped in driving position.
 - (ii) This device may be a tubular structure attaching to either a chassis main tube or the front roll-over bar supporting the instrument panel. Traveling rearward and upward to a location on the rear roll-over bar, the attachment height on the rear roll-over bar needs to be sufficient to preventing any object contacting the PADCAP from decapitating the driver. See Appendix A
- (b) RICS (Rear Impact Crash System)
 - (i) RICS (Rear Impact Crash System) recommended on all club class cars .
 - (ii) The RICS system needs to be integrally mounted to the chassis and can not extend outboard of the main frame tubes (top and bottom respective), as viewed in the plan view.. It needs to of sufficient design to reduce the amount of damage (specifically the transaxle) during a rear impact. A square tube design is not considered impact absorbing and is not legal. Additionally the

RICS must be of sufficient strength to allow the car to be pushed from behind by another vehicle (push bar) without failure, See Appendix A

- (iii) The use of sheet material (non ferrous/ ferrous) to form the RICS device and create an aerodynamic benefit is not considered legal.

Section 23.04 Gearbox – FRCCA Spec. Club Classes

- (a) No sequential gear boxes are permitted.
- (b) Any transmission may be used with not more than (4) four forward gears and an operational reverse gear.
- (c) Spec. Club Classes Tyro, Sixteen Hundred and Pro-Avanti cars are required to have sealed gear boxes with one of two rings and pinion gear ratios available. You may not interchange the transmission ratios between the 9:31 and 10:31 ring and pinions:
 - (i) 9:31 R/P Ratio
 - a. 1st Gear - 19/32
 - b. 2nd Gear - 22/30
 - c. 3rd Gear - 24/28
 - d. 4th Gear - 25/25 or 26/26 (no mixing)
 - (i) 10:31 R/P Ratio
 - a. 1st Gear - 18/34
 - b. 2nd Gear - 20/30
 - c. 3rd Gear - 22/29
 - d. 4th Gear - 24/27
- (d) All transmissions must be sealed by the FRCCA technical director. It is required that the rear cover & bearing carrier of the transaxle be drilled to allow seal to be installed.
- (e) If the transmission requires disassembling it must be resealed prior to the next competition event.
 - (i) Resealing prior to a race weekend is at no cost
 - (ii) If resealing must be done at the conclusion of a race it will be inspected and resealed at a charge to the driver of Fifty dollars (\$50).

Section 23.05 Final Drive - FRCCA Spec Club Classes

- (a) The only final drive units that may be used are 9:31 and 10:31 plus;
 - (i) Drive shall be to rear wheels only
 - (ii) Limited slip and locked differentials are prohibited

Section 23.06 Clutch – FRCCA Spec. Club Classes

- (a) The use of only an original design clutch is permitted.
- (b) Must be original design OEM Ford diaphragm clutch
- (c) No racing clutches or alternative designs allowed
- (d) Use of aftermarket equivalent clutch allowed - but must be a direct replacement for OEM ford clutch.
- (e) Any design other than original is illegal.

Section 23.07 Cooling System (Chasis) – FRCCA Spec Club Classes

- (a) Any car five (5) years and older must have external water pipes or an engineer' verification of the original condition of the pipes.
- (b) Radiator free

Section 23.08 Suspension – FRCCA Spec Club Classes

- (a) Suspension is defined as the systems of springs, shock absorbers, A-arms, link, etc., supporting the vehicle on its axels. Sway bars, sway bar links, steering rack housings, steering links, etc., are not classified as suspension or running gear for this application.
- (b) No grease-fitting Heim joints will be allowed on any suspension parts. Sway bars (anti-roll bars) are excluded from this rule.
- (c) All components shall be made of steel.
- (d) Exceptions to this include;
 - (i) Springs
 - (ii) Hubs
 - (iii) Hub adapters
 - (iv) Rear hub carriers and bearings and bushings
 - (v) Front hub carrier material may be of steel or aluminum alloy.
 - (vi) The materials for front and rear hub carriers on cars manufactured after January 1, 1983 will be only steel or aluminum alloy.
- (e) Brass welding is not permitted on suspension components.
- (f) Shock absorbers:
 - (i) Design – unrestricted

Section 23.09 Ignition and Electrics – FRCCA Spec Club Classes

- (a) Switches - All ignition and master cut-off switches are mandated in specific locations. These locations are:
 - (i) Ignition switch is to be located so as to be the left-most switch on the instrument panel. Clearly marked.
 - (ii) The master cut-off switch must be within ten inches (10") of the top of the roll bar on the right side (passenger side) with the switch facing outboard.
 - (iii) A removable key-type master cut-off switch ("kill switch") is recommended for all race cars.
 - (iv) Any other type master switch must be clearly marked with "on" and "off" positions and a directional pointer included.
 - (v) No exceptions, unless you want to mount the master cut-off switch dead center behind the roll bar. If this is the case, please write to FRCCA Headquarters for specifics and written clearance.
- (b) Distributor – The distributor is defined as the engine mounted component that triggers the Low voltage current and distributes the high voltage current.
 - (i) Distributors are restricted as well as requiring the original drive, and must be in the original position and they have to retain the standard housing. The following are the only legal distributors;
 - a. Standard Motorcraft (Autolite)
 - b. Bosch

- c. Lucas
 - (ii) The vacuum advance mechanism may be removed.
 - (iii) The distributor advance plate may be secured by soldering or welding or by suitable mechanical fasteners.
 - (iv) Locking device for distributor plate.
 - (v) The ignition timing may only be changed or varied by vacuum or mechanical means. No electronic, electric, programmable, or other automatic method of varying or changing the ignition timing is allowed.
 - (vi) It is prohibited to use any other method or component to trigger, distribute, time, or vary ignition timing. Any automatic method of varying / changing the ignition timing by means other than stated above is not allowed.
 - (vii) Currently the only ignitions that meets these criteria are the Ignitor I by PerTronix, or Crane Cams FireBall XR700 or XR 3000 and standard ignition which consists of Points, condenser and coil. Any other unit MUST be approved before use.
- (c) Generators and alternators are not required.
 - (i) Generator drive belt free
- (d) All other electrical components are free

Section 23.10 Tires and Wheels– FRCCA Spec Club Classes

- (a) All lug nuts must be made of standard steel only!
- (b) Wheels are free except that:
 - (i) Diameter must be thirteen inches (13");
 - (ii) Rim width may not exceed five and one-half inches (5-1/2")
 - (iii) Lug nuts must be of standard steel only.
- (c) Tires (Club Classes F/T, F/S & F/PA)
 - (i) Slicks
 - a. As of January 1, 2006 ONLY American Racer tires may be used in club classes at any time or session of the day's events. The ARS tires should be fitted to the car before you present the car to the technical inspection line.
 - b. American Racer Front 20.0" / 6.0" 13S 133 Compound
 - c. American Racer Rear 22.5 / 7.5 13S 133 Compound.
 - d. Tires must withstand a minimum of forty (40) heating cycles. The FRCCA-compound tires are the only legal tires to be used in FRCCA race events.
 - (ii) Rain Tires
 - a. Grooving of above American Racer slicks is allowed
 - b. Toyo RA1 tires – Rain tires may only be used when advised by the Officials unless otherwise specified.
 - c. Recommended front 185 60 13
 - d. Recommended rear 205 60 13

Section 23.11 Weights – FRCCA Spec Club Classes

- (a) All weights are post race with the driver in full gear and car as it came off the track.
 - (i) Nothing may be added to the car or driver.
 - (ii) The driver and his gear must remain with his car prior to weighing.
- (b) Cortina powered cars must weigh a minimum of 1,050 lbs at the conclusion of the race.
- (c) The up rated powered cars must weigh a minimum of 1,100 lbs at the conclusion of the race.
- (d) The Banshee BTF-1600 must weigh 1,100 lbs at the conclusion of the race.

Section 23.12 Gauges and Dash – FRCCA Spec Club Classes

- (a) Non-memory digital or analog gauges are legal.
- (b) They may be single or dual function.
- (c) Digital dashes are legal and must conform to data acquisition section(s) of this book.

Section 23.13 Data Acquisition Systems (DAS) and Downloadable Digital Dash / Display Units – FRCCA Spec Club Classes

- (a) The recommended data collection unit and the Official FRCCA unit is the 4 channel DAS manufactured by Advantage Motorsports (www.advantagemotorsports.com) Any non-dash / display unit must be this one, Advantage manufactures the only unit approved by the FRCCA. They have worked closely to design and manufacture what is desired by the club, and are fully aware of the clubs philosophy. The intent of this rule is to allow digital dash / display units. Since these units are normally bundled with driver development features they are allowed as stated below. The intent of this rule IS NOT to allow chassis development via a DAS, digital dash / display or any other such equipment. Any attempt to mislead the club delegated officials or use this type of equipment in a way that is not covered by the spirit and intent of this rule will be dealt with as stated within this section.
- (b) One way communications only. Must be car to data collector and data collector to computer ONLY!
- (c) No two way communications allowed on or off track via hard cable, satellite or other means.
- (d) Competitors will make their system (computer, data collector etc.) available to be viewed and inspected by race officials indiscriminately. Further you will make known to the inspector what system you have so software may be obtained by the club if desired.
- (e) 1 data collector per car is all that is allowed. A downloadable digital dash / display counts (is considered) as a data collector. Therefore if you are using a digital dash / display unit that has a DAS (download) capability you MAY NOT use another unit of any type in the same car.
- (f) Optional downloadable information; the following is a list of downloadable information beyond the normal scope of dash displays. These 4 are all that are legal. Any additional sensors you may have for other series or personal use must be removed from the car prior to the days events beginning. This means before technical inspection.
 - (i) RPM is a mandatory input. This is not our choice but that of both of the most popular unit manufacturers.

- (ii) G force (1 direction only)
- (iii) Speed (MPH or KPH)
- (iv) Lap time
- (g) The following are allowable gauge displays. It is understood that these may download with the above features but these are considered to be standard information required to operate the car. Further definition finds that this is information that would be available from standard analog gauges that would be in a car. No other sensors or data gathering is allowed.
 - (i) Oil pressure
 - (ii) Oil Temperature
 - (iii) Water temperature
 - (iv) Volts (battery)
 - (v) Exhaust Gas Temperature (EGT)
 - (vi) Fuel pressure
 - (vii) Gear box temperature
 - (viii) Cylinder Head Temperatures
- (h) Penalties for violations to this section will be covered as an Unsportsmanlike Conduct offense.

Section 23.14 General – FRCCA Spec Club Classes

- (a) The overflow can ('puke can') on all Club class cars must be located at the left-most rear portion of the transmission and you must be able to see through it.
- (b) Any item or 'trick' that increases the cost of racing will be restricted or disqualified.

Section 23.15 Club Class Claiming – FRCCA Spec Club Classes

- (a) The claiming values are based on the status of the driver's license/permit, not the value of the car.
- (b) The claiming value of a complete car are as follows;
 - (i) Car (engine and chassis) is Eight Thousand dollars (\$8,000)
 - (ii) Engine alone is Four Thousand five hundred dollars (\$4,500)
- (c) Claiming procedures are as follows:
 - (i) Five (5) competitors from the same class as the car being claimed must sign a petition.
 - (ii) The claim will then be reviewed by a three (3) person board consisting of;
 - a. Chief Steward
 - b. A drivers' representative
 - c. Series Administrator
 - (iii) Refusal to sell for the claim value will mean the driver may be transferred to the F/Ford class (not an FRCCA-Spec. Club Class).
 - (iv) The driver would also have to forfeit any awards, points, and trophies awarded for the season up to that point.
- (d) If the claim is allowed, only the FRCCA will claim the complete racecar.

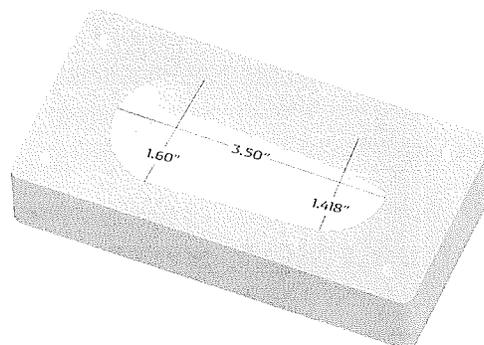
Section 23.16 Ford 1600 Engine Specifications – FRCCA Spec Club Classes

- (a) General – The engine shall be a standard Ford 1600 pushrod “crossflow” as installed in the following vehicles; Original Version:
 - (i) Cortina 1600GT (through 1970 model)
 - (ii) Uprated Version Cortina 1600 GT
 - a. Components shall not be interchanged between the original and the up-rated versions of the engine unless authorized. Regulations contained herein apply to both versions of the engine unless specifically stated otherwise. The engine may not be altered, modified, or changed in any respect unless specifically authorized herein. No parts may be added and all machine work is to comply with SAE specifications (No special grinds, etc.) If you have a pro-built engine, you are responsible for making sure it is Club Class legal. Pro-built engines will be subject to indiscriminate teardowns, and all costs incurred are the responsibility of the driver.
 - b. Balancing of all moving parts of the engine is permitted provided that such balancing does not remove more material that is necessary to achieve such balance.
- (b) Compression and compression ratios
 - (i) The gasket face of the cylinder head may be resurfaced provided the maximum compression ratio is not exceeded and the minimum depth of the combustion chamber is maintained. Maximum compression ratio;
 - a. Original engine – 10.0:1
 - b. Up-rated engine – 9.3:1
 - (ii) The following volume specifications are used in determining compression ratio:
 - a. Original: 1.64 cc – top ring to top of piston.
 - b. Up-rated: 1.33 cc – top ring of piston to top of piston; minus (-) 0.3 cc – volume of the valve protrusion;
 - c. Both engines: 4.75 cc – head gasket.
 - (iii) Compression ratio shall be checked using the official procedure established by the FRCCA.
 - (iv) Minimum unswept volume per cylinder;
 - a. 44.4 cc – Original engine with standard pistons;
 - b. 45.1 cc – Original engine with .030” oversized pistons;
 - c. 48.2 cc – Up-rated engine
 - d. 50.0 cc - Up-rate engine with .020” oversized pistons; (Max overbore allowed)
- (c) Engine Block
 - (i) The 1600 Pinto block, No. DIFZ-6010-C, may be used as a replacement for the Cortina GT block.
 - (ii) Standard Pinto, tappets No. DORY-6500A and DIFZ-6500A, may be used when the Pinto block DIFZ-6010-C is used as a replacement for the Cortina GT.
 - (iii) Bore: May be enlarged for clearance between cylinder and piston.

- (iv) Cylinders may be fitted as long as the material used is the original equipment or its' equal.
 - (v) The top surface of the block may be milled or surface ground to obtain maximum the compression ratio specified above.
 - (vi) Any steel center main bearing cap may be used.
 - (vii) The oil pump mounting face on the block may be machined for the purpose of fitting an oil pump.
 - (viii) Installation of a plug to restrict oiler to camshaft (this part was not factory) is allowed.
 - (ix) Removal & plugging Crankcase breather fitting is allowed.
 - (x) Modification of the crankcase breather fitting is allowed.
- (d) Cylinder Head
- (i) Ports may be reshaped by the removal of metal as long as the port diameter at the manifold face of the head does not exceed the following dimensions:
 - a. Inlet: 1.50 In.
 - b. Exhaust: 1.16 In. Cortina
 - c. Exhaust: 1.20 In. Uprated
 - (ii) Cortina Combustion Chamber
 - a. Minimum depth 0.115"
 - b. Maximum length 3.15"
 - c. Minimum volume per cylinder 7.8cc
 - d. Reshaping is prohibited
 - (iii) Cylinder head P/N (Ford) DORY 6049B is permitted
 - (iv) Water passages may only be plugged at the head and not in the inlet manifold.
 - a. A device to stop water from going to intake by plugging the passageway at the cylinder head is legal.
 - (v) Head Gasket
 - a. Standard Ford style head gasket (or approved alternative) is allowed; including
 - Ford 931M6051AA
 - Payen AH-750
 - Felpro 8360PT-1
 - b. Head gaskets may be interchanged between the original and updated versions of the engine.
 - (vi) Valve Guides
 - a. Valve guides are free provided the position of the valve is not changed.
 - (vii) Valve Seats
 - a. It is permitted to re-cut or replace the valve seats.
 - b. Valve seat angles are NOT to be reshaped.

- (viii) Valve Location
 - a. Distance apart at centers – 1.540 In. +/- 0.020 In.
- (ix) Exhaust Emissions control items
 - a. Air pumps and associated lines and nozzles must be completely removed.
 - b. When these air nozzles are removed from a cylinder head, the holes must be completely plugged.
 - c. Plugs to block emission tubes are allowed.
- (e) Inlet Manifold Uprated
 - (i) The ports may be reshaped by the removal of metal as long as the following dimensions are maintained.
 - (ii) Maximum size at head face is 1.46 In. for both original and up-rated engines. The carburetor face of the inlet manifold may be machined to the horizontal to compensate for fore / aft tilt of the carburetor.
 - (iii) Epoxy exposed in the manifold used to make repairs is acceptable, providing the total area is less than 0.75 square inches.
 - (iv) Holes in the inlet manifold resulting from the removal of emissions / vacuum lines shall be plugged.
- (f) Inlet Manifold Cortina
 - (i) The ports may be reshaped by the removal of metal as long as the following dimensions are maintained.
 - a. Maximum size at head face is
 - 1) Cylinder 1 & 4 1.48" x 1.28"
 - 2) Cylinder 2 & 3 .25"
 - 3) Maximum size at carburetor flange 3.060" x 1.389"
 - 4) Maximum width 3.80"
 - 5) Primary choke end radius .709"
 - 6) Secondary choke end radius .787"
 - (ii) Epoxy exposed in the manifold used to make repairs is acceptable, providing the total area is less than 0.75 square inches.
 - (iii) Holes in the inlet manifold resulting from the removal of emissions / vacuum lines shall be plugged.
 - (iv) Carburetor Flange

Figure 1



- (v) Maximum dimensions see Figure 1.
- (g) Pistons
 - (i) Maximum Diameter Cortina Engine (1050 lbs min total car weight with driver post race)
 - a. Standard bore: 3.189 In.
 - b. Maximum oversize 0.060" =3.249"
 - c. Depth of bowl 0.500" +/- .005"
 - d. Minimum volume of bowl 31.5cc
 - e. Maximum diameter of bowl 2.28"
 - f. Centerline of wrist pin to crown 1.737" +/- .002"
 - g. Overall height 3.30"
 - h. AE and AE Hepolite Pistons are allowed in standard and oversized.
 - i. No Mahle pistons are allowed
 - j. Maximum oversize: 0.060 In. O/S = 3.239 In.
 - (ii) Maximum Diameter Up-Rated Engine (1100 lbs min total car weight with driver post race)
 - a. Standard bore: 3.189 In.
 - b. Standard or 0.005" oversized CP casting P/N 18634 and CP oversized piston P/N 81-2-FF1600+5 may be used.
 - c. AE and AE Hepolite Pistons are allowed in standard and oversized.
 - d. No Mahle pistons are allowed
 - (iii) Maximum oversize: 0.020 In. O/S = 3.209 In
 - (iv) Depth of Bowl 0.470" (Minimum)
 - (v) Max. diameter of bowl
 - a. 2.44" AE Hepolite
 - b. 2.50" CP Piston
 - (vi) Overall Height of Piston
 - a. 3.30" AE Hepolite
 - b. 2.80" CP Pistons
 - (vii) Minimum weight of pistons:
 - a. Original engine with rings and pin – 485 grams Min.
 - b. Up-rated engine with rings and pin and clips – 515 grams Min.
- (h) Piston Pin
 - (i) Weight of pin both original and up-rated engine – 115 grams +/- 2 grams
- (i) Piston Rings – Piston rings are free provided that;
 - (i) One (1) oil control ring and two (2) compression rings are allowed.
 - (ii) No modifications are allowed to be made to the piston for the installation of the rings.
- (j) Valves

- (i) Standard Ford replacement valves, with oversize stems, may be used as normal repair / maintenance procedures. This is provided that all specifications within this section are observed.
- (ii) Maximum Diameters
 - a. Inlet - 1.560 In.
 - b. Exhaust – 1.340 In.
- (iii) Overall length
 - a. Inlet – 4.367 In. +/- 0.020 In.
 - b. Exhaust – 4.355 In. +/- .020 In.
- (iv) Reshaping of valves is specifically prohibited.
- (k) Valve Springs
 - (i) Valve Springs Valve springs and valve spring shims are free in accordance with:
 - a. No more than one (1) spring may be used per valve.
 - b. Valve spring must be of original design six (6) coils.
 - (ii) The standard spring cap and retainer must be used (cap diameter – 1.07 In.)
- (l) Camshaft
 - (i) Camshaft must meet FRCCA specifications Ford PN 771M6250BA or FFI PN 91572456
 - (ii) Camshaft specifications; (provided for checking purposes)
 - a. Lobes, heel to toe
 - 1) Inlet – 1.311 In. Maximum
 - 2) Exhaust – 1.312 In. Maximum
 - b. Lobes, base circle radius
 - 1) Inlet – 0.540 In.
 - 2) Exhaust – 0.545 In.
 - c. Lift at the top of the push rod
 - 1) Inlet -0.233 In. Maximum Note Ford Nominal Dimension is 0.231 In. +/- .002
 - 2) Exhaust - 0.232 In. Maximum Note Ford Nominal Dimension is .232 In. +/- .002
 - d. Lift at the spring cap
 - 1) Inlet – 0.356 In. Maximum
 - 2) Exhaust – 0.358 In. Maximum
 - (iii) Recontouring of the valve stem contact pad of the rocker arm is permitted, provided that the maximum lift at the spring cap is not exceeded.
 - (iv) Offset camshaft / sprocket dowels are permitted.
 - (v) No Device to correct cam timing with the exception of the offset can dowel is permitted.
 - (vi) Camshaft profiles and lobe centers shall be checked using the official curves and profiles.

- (m) Pushrods
 - (i) The following specifications apply to both the original engine and the up-rated engine.
 - a. Minimum stem diameter – 0.25 In.
 - b. Overall length – 7.64 In. Minimum
 - c. Minimum weight – 50 grams.
- (n) Connecting Rods
 - (i) The following specifications apply to both the original engine and the up-rated engine
 - (ii) Minimum weight – 640 grams (included in this weight are cap, bolts, and small end bushing. Not included is the big end bearing shells)
- (o) Crankshaft
 - (i) Weight without timing gear installed
 - a. Original engine – 23 Lbs. 8 oz. Minimum (Crankshaft from Kent may be used)
 - b. Up-rated engine – 24 Lbs. 8 oz. Minimum
 - (ii) Stroke
 - a. Stroke (measured at piston face –swept travel) – 3.056 In. +/- 0.004 In. (both engines)
 - (iii) General
 - a. Crankshaft Pulley – Free (both engines)
 - b. Crankshaft may be shotpeened (both engines)
- (p) Flywheel
 - (i) The standard Ford Pinto flywheel may be used on either engine – provided that the following is met:
 - a. Weight (includes ring gear and dowels)
 - 1) Original engine – 17 Lbs. Minimum
 - May be machined to achieve minimum weight (both engines)
 - Weight includes Flywheel locating dowels are permitted (both engines)
 - Any machining to reduce weight to the stated minimum weights retains the standard profile.
 - 2) Up-rated engine – 19 Lbs. Minimum
 - May be machined to achieve minimum weight (both engines)
 - Weight includes Flywheel locating dowels are permitted (both engines)
 - Any machining to reduce weight to the stated minimum weights retains the standard profile.
- (q) Carburetor
 - (i) Original engine – Weber 32 DFM or DFD
 - a. Venturi Diameters

- 1) Primary – 26 MM
 - 2) Secondary – 27 MM
- (ii) Up-rated engine – (Kent) – Weber 32 /36 DGV Note that older production 32/36 DGV carburetors may be altered to match current production model only.
 - a. Venturi diameter;
 - 1) Primary 26 MM
 - 2) Secondary 27 MM
- (iii) The following are allowable modifications:
 - a. The fitting of any jet (including accelerator pump discharge nozzle) which may be fitted without modification to the carburetor body.
 - b. Modification or substitution of the external throttle linkage.
 - c. Removal of the air cleaner.
 - d. The fitting of a velocity stack (air horn).
 - e. The removal of the choke butterflies and linkage.
 - f. An alternate carburetor gasket is permitted provided it is the same thickness as the original gasket.
- (r) Fuel pump
 - (i) Mechanical only
- (s) Exhaust Systems
 - (i) Free
 - (ii) Mufflers:
 - a. At any muffled event, Turbo (Walker) 17702 / 17703 made by Walker Mfg., Maremont MC-48 or Maremont 40112 muffling devices may be used in FRCCA-designed classes. (Note the Maremont MC-48 or Maremont 40112 systems are no longer being manufactured but are legal) In all other classes, the driver is responsible for meeting track regulations on muffling devices. The Spec muffler for the FRCCA-designated classes may not be altered except for purposes of mounting.
- (t) Lubrication System
 - (i) Oil pump free
 - (ii) Oil sump free
 - (iii) No crank cleaning device(s) (wipers etc.)
 - (iv) Use of a dry sump system is permitted.
- (u) Cooling System (Engine)
 - (i) Fan or fan use free
 - (ii) Coolant pump free
 - (iii) Pump/ fan / generator drive belt free
- (v) Electrical Equipment
 - (i) Also See Article 21 section 21.10
 - (ii) Free are the following:
 - a. Solenoid

- b. Rotor
- c. Switches
- d. Wire types and uses
- e. Cap

Section 23.17 Banshee BTF-1600 Engine Specifications – FRCCA Spec Club Classes

- (a) This Chassis and engine combination was specifically designed to compete in the FRCCA “Club Classes”. The following specifications are the MAXIMUM allowed for the FRCCA “Club Classes”.
- (b) Block
 - (i) May have case saving inserts.
 - (ii) May be magnesium or Aluminum
- (c) Cylinder Heads
 - (i) Dual port heads allowed
- (d) Reshaping of intake ports is allowed, Maximum diameter is 1.278 Inches
 - (i) Reshaping of exhaust ports is allowed, maximum diameter is 1.250 Inches
- (e) Intake Manifold
 - (i) Any designed manifold is accepted providing it is mounted to a Weber 32/36 carburetor.
- (f) Pistons
 - (i) Only 87-millimeter diameter, any brand but maximum compression is 10 to 1.
 - (ii) Minimum Weight of each piston is 520 grams
- (g) Valves
 - (i) Intake Valve maximum diameter of 45-Millimeters.
 - (ii) Exhaust Valve maximum diameter of 35.5-Millimeters.
 - (iii) Locations must remain in original positions.
- (h) Camshaft
 - (i) May only have the FH designation, this is the only one allowed.
- (i) Valve Springs
 - (i) Dual springs are permitted.
- (j) Push Rods
 - (i) Free of Regulations
- (k) Connecting Rods
 - (i) Minimum Weight is 520 grams
- (l) Crankshaft
 - (i) Minimum Weight is 21 lbs.
- (m) Flywheel
 - (i) Minimum Weight is 12 pounds.
- (n) Carburetor

- (i) Weber 32/36 only with primary Venturi of 26 millimeters
- (ii) Secondary Venturi of 27 millimeters
- (o) Distributor
 - (i) Must be in original location, points or Breakerless but without computer aid.
- (p) Fan and Alternator
 - (i) Must be in working order at races end.
- (q) Clutch
 - (i) May only be of Original Equipment Manufacturers design.
- (r) Fuel, Oil Pumps, Exhaust Systems, Spark Plugs
 - (i) Free of Regulations
 - (ii) Any Computer Aid is strictly prohibited

Section 23.18 Body – FRCCA Spec Club Classes

- (a) Definition of coachwork: Internally – All visible parts of the passenger compartment.
- (b) The coachwork opening, giving access to the cockpit, must have the following minimal dimensions;
 - (i) Length: 60 CM (23.622 In.)
 - (ii) Width: 45 CM (17.717 In.) – This width must extend over a length of thirty (30) CM (11.811 In.), measured from the rear-most point of the seat backrest toward the front.
- (c) The driver must be capable of exiting the vehicle within five (5) seconds.
- (d) Coachwork, including fuel tanks, shall not exceed a maximum width of 95 CM (37.4 In.).
- (e) No part of the coachwork and aerodynamic devices shall exceed in height a horizontal plane 90 CM (35.4 In.) above the ground.
- (f) The safety roll bar / roll cage and air box are not included in the height restriction.
- (g) Measurements are to be with the driver on board.
- (h) No part of the coachwork shall extend more than 100 CM (39 In.) behind the centerline of the rear axles but under no circumstances shall it extend more than six (6”) In. past the transmission.
- (i) Any specific part of the car that has an aerodynamic influence on the stability of the vehicle must be firmly fixed with no provision for adjustment to vary downforce.
- (j) Side-mounted radiators (behind the front wheels) may extend beyond the 95 CM (37.4 In.) limitation, but not beyond a vertical plane passing through the centerline of the front and rear tires.
- (k) Any portion of a radiator that extends beyond the 95 CM limitation cannot be covered with any type of shrouding.
- (l) Radiators mounted in front of the wheels are considered front-mounted and cannot exceed the 95 CM limitation.
- (m) Wings and other airfoil devices that have the principal effect of creating aerodynamic down-thrust are prohibited.

- (n) Airfoil: Is defined as Any device or part of the car (excepting normal and conventionally styled bodywork) which has a principle effect of creating aerodynamic down thrust.
- (o) Within this definition may be included forward facing gaps or opening in the bodywork, but shall not include spoilers in the form of raised surfaces NOT continuous with the body surface, and not wider than the body surface.
- (p) It is the intent of these rules to minimize the use of “ground effects” to achieve aerodynamic down force on the vehicle. Thus for the full width of the body between the front and rear axel centerlines, the lower surface (surface licked by the air stream) shall remain horizontal in any longitudinal section through the surface. This is not to be interpreted as requiring a floor pan beneath the engine, transaxle, transmission or final drive housing.
- (q) No aerodynamic devices (i.e. “skirts”, body sides, etc.) may extend below the lower surface on the car or the rear or front axle. Reference definition of lower surface in item i.
- (r) Fuel filler necks, caps or lids may not protrude beyond the body work of the car.
- (s) Fuel tank air vents must be located at least 25 CM (9.843 In.) to the rear of the cockpit. Must be routed to the rear of the cockpit as far away from the exhaust as possible.

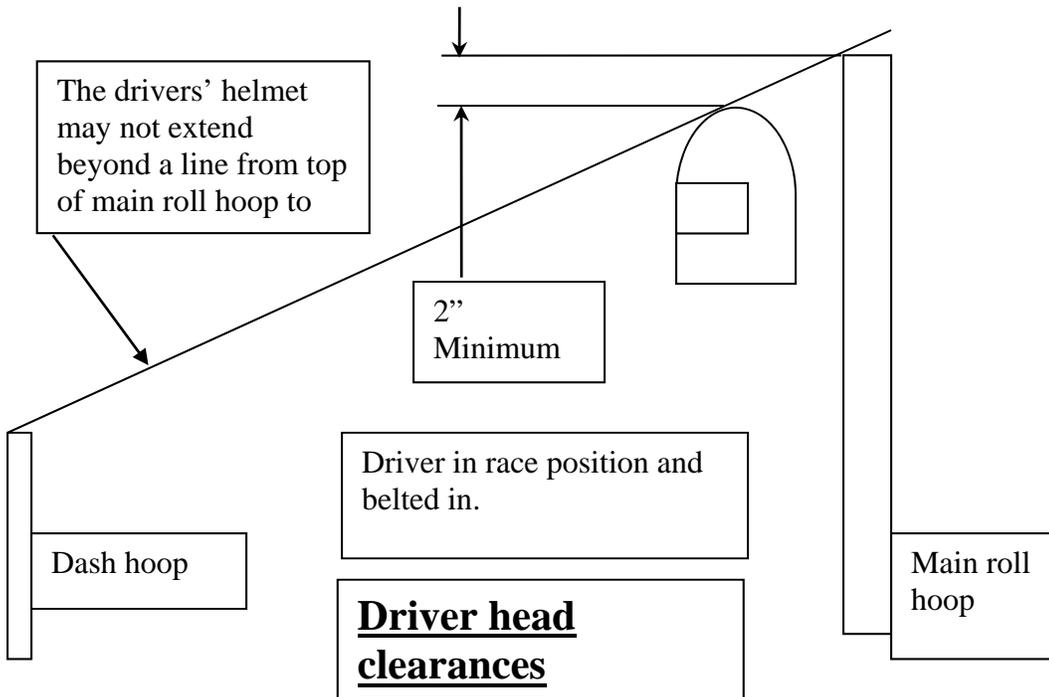
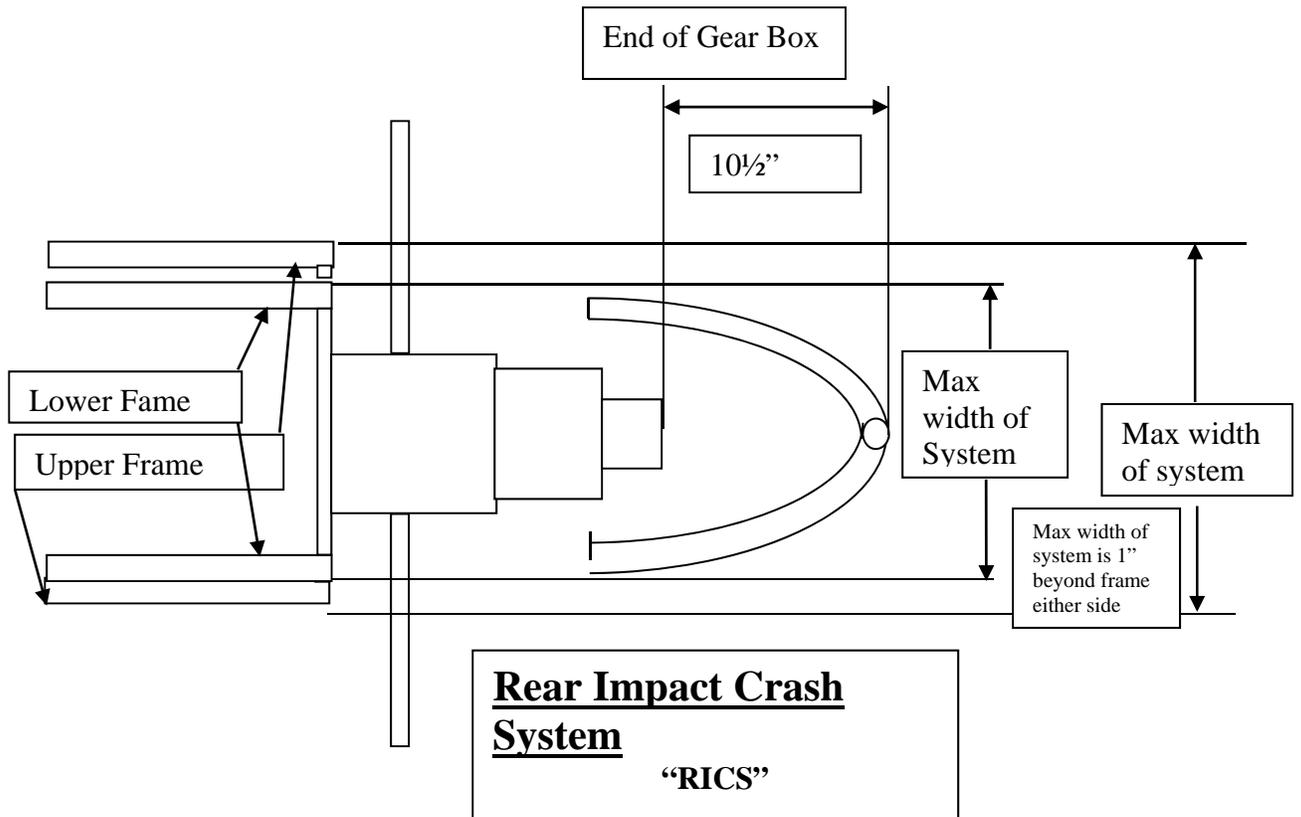
Section 23.19 Brakes– FRCCA Spec Club Classes

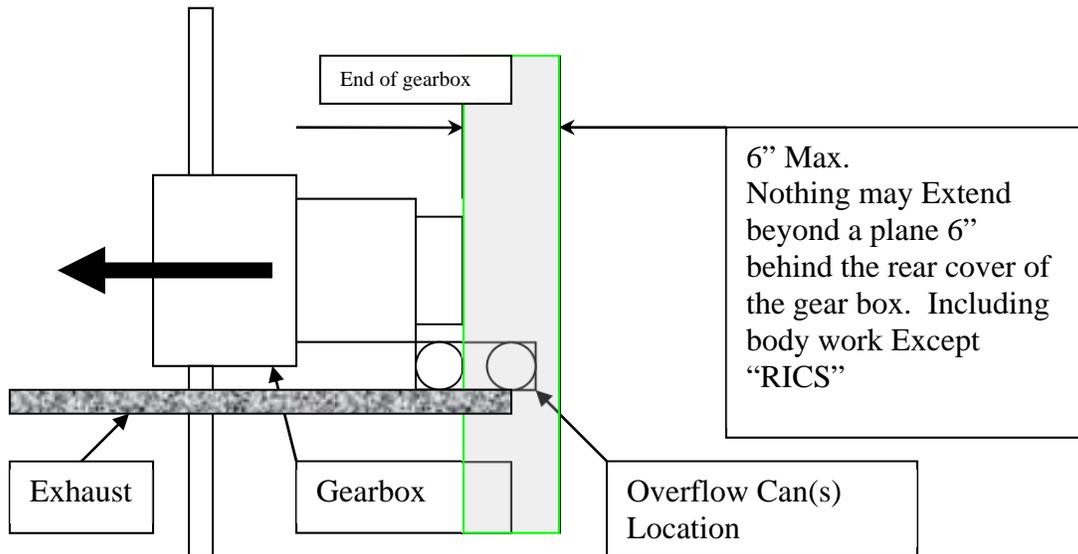
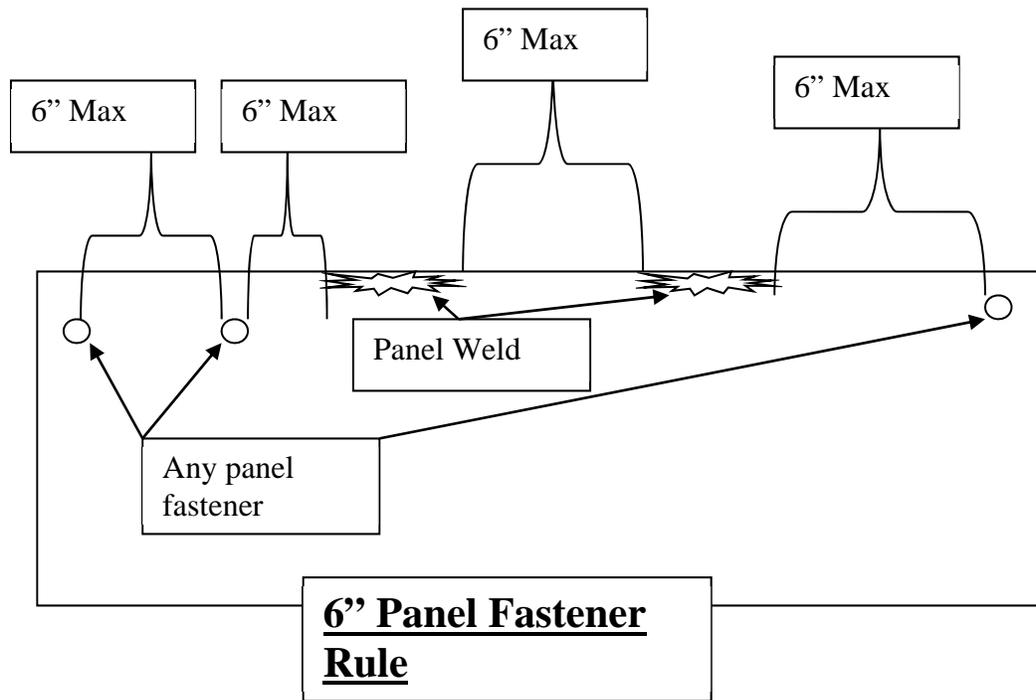
- (a) Calipers – Free
- (b) Rotors (disc) – restricted to cast iron.
- (c) Individual reservoirs are required for master cylinders.

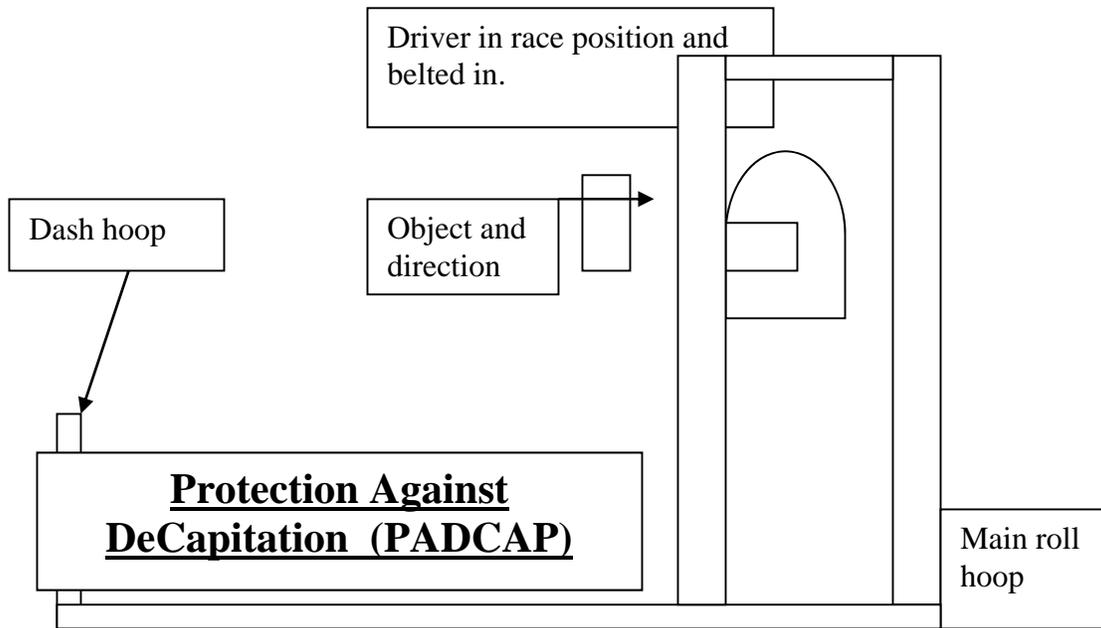
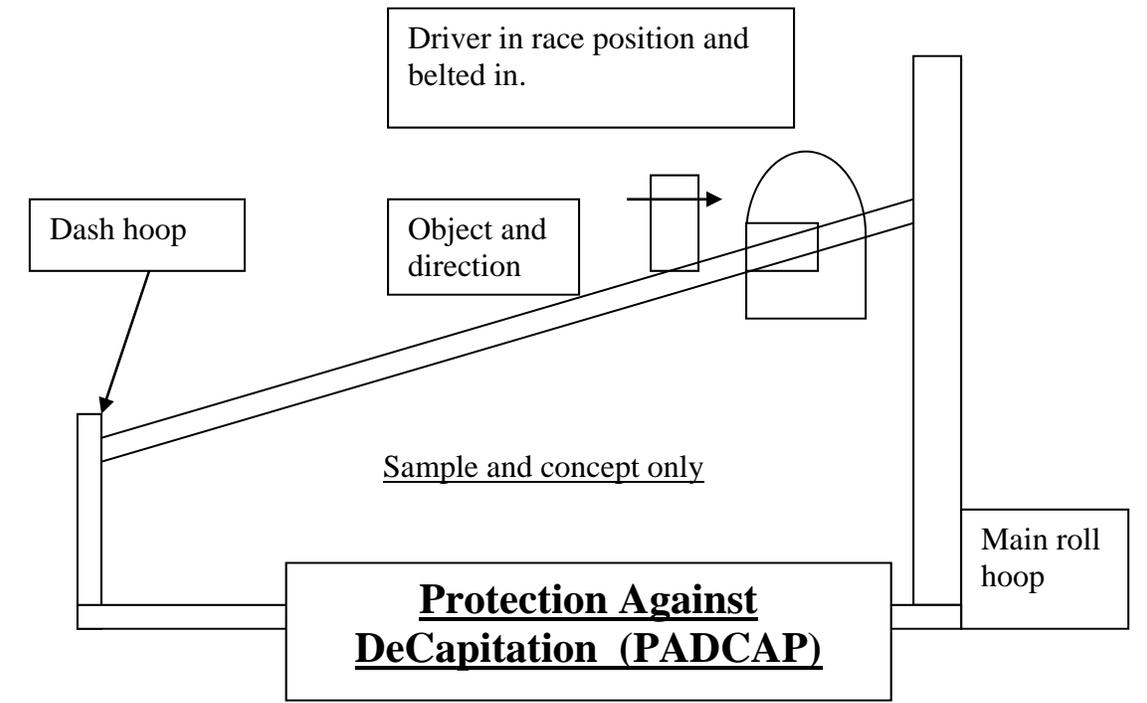
Section 23.20 Fire Suppression Systems – FRCCA Spec Club Classes

- (a) One of the following systems may be installed on all cars
 - (i) A Coldfire extinguisher. (or equivalent manufacturers type)
 - (ii) A minimum two and one –half pound (2-1/2 #) dry chemical hand-held extinguisher.
 - (iii) A 5 pound (5 #) on-board extinguisher.
- (b) Any of the systems must be able to extinguish a type “B” and type “C” fires.
- (c) NO water extinguishers are allowed.
- (d) The hand-held extinguisher must be mounted externally so the safety crew person has easy access to the device.
- (e) The triggering device on the five pound (5#) extinguisher must be accessible and visible as well as clearly labeled.
- (f) The pin securing the extinguisher must be removed prior to the start of an event.
- (g) Hand-held extinguisher location must also be clearly marked.
- (h) The universal “E” should be used for marking of extinguishers.

APPENDIX A







Sample and concept only

Number / Club / Class ID

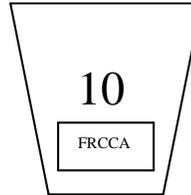
10 F/1600
FRCCA

Sides

|

F/ 1600
PA

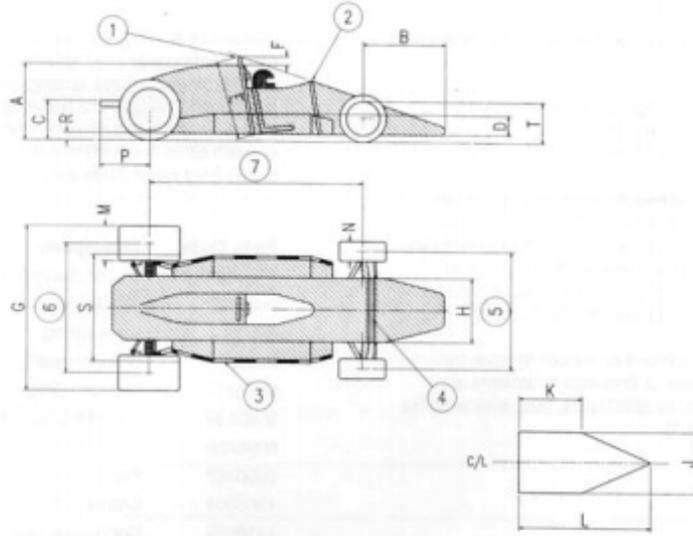
Dual Class



Nose

FRCCA Club Class Chassis Dimensions

Table of Single Seater dimensions



- | | |
|---|---|
| <ul style="list-style-type: none"> 1. Safety roll over bar 3. Lateral Protection structure 5. Front track 7. Wheelbase. | <ul style="list-style-type: none"> 2. Substantial support structure 4. Substantial structure 6. Rear track |
|---|---|

Notes

Maximum height is measured with the driver aboard.

Maximum height excludes safety roll-over bar on which there is no maximum height

Single seater dimensions - refer to drawing

(A) Maximum body height measured from ground	90	35.43"
(B) Maximum front overhang from front wheel axis	100	39.37"
(C) Exhaust height measured from the ground	60 Max	23.62"
(D) Minimum height of Lateral Protection Structure	15	5.9"
(E) Minimum safety roll-over bar length in line with drivers spine	92	36.22"
(F) Minimum allowed helmet clearance	5	1.96"
(G) Maximum width	185	72.83"
(H) Maximum body width behind front wheels	95	37.40"
(J) Minimum cockpit opening	45	17.72"
(K) Minimum cockpit parallel opening length	30	11.81"
(L) Minimum cockpit overall opening length	60	23.62"
(M) Maximum rear wheel width	5.5 inch	
(N) Maximum front wheel width	5.5 inch	
(P) Maximum exhaust length from rear wheel axis	60	23.62"
(R) Minimum ground clearance	4	1.57"
(S) Maximum width including lateral protection structure	130	51.18"
(T) The maximum height of any part wider than 110cm ahead of the front wheels is not to exceed the front rim height		
Minimum wheelbase	200	78.74"
Minimum track	120	47.24"
Wheel diameters	13 inch	

ALL dimensions in cm unless specifically stated

Formula Race Car Club of America
Rules Change Proposal Form

Official Use Only
Proposal Number-

You will receive a notice of receipt in writing 48 hrs of submission (assuming e-mail). Review of request will be at the next Technical Committee Meeting. Be advised Safety changes will be implemented immediately. All other changes will occur yearly unless it proves to be in the immediate needs of the club.

Instructions – Fill in between the lines. All information must be provided or this will delay the processing of your request.

Requestor – Requestor Class - F/T F-SS F/PA, Official Worker,
Non Club Class Other

Date - Phone –

E-mail -

Change impacting (Select 1) F-T F-SS F-P/A Non Club Class All classes

Detailed Description of change requested-

Why the Change is required -

List Primary Benefits-

List Primary Negative effects -

List possible consequences of not implementing this change -

Make sure you cover the following in your “Why Statement”

- Cost effect
- Affect on Reliability
- Interchangeability with current equipment
- Is it within accordance with Spirit and intent of Rules–
- How could this part / system be controlled Impact on safety or running the event
- How would it benefit the club and it’s members or prospective members-

End of Requestor required information
(Attach additional sheets if required)

OFFICIAL USE ONLY

Formula Race Car Club of America

Rules Change Proposal and Evaluation Form

Proposal number-

Recommended Process Steps –

- 1) Preferred system or part –
- 2) Find dealer -
- 3) Find Manufacturer -
- 4) Contact Manufacturer -
- 5) Legal (courts) issues -
- 6) Rule submission -
- 7) Rule introduction –

Study Section

Results

Results Published and communicated by:

How
Who
When

APPENDIX B

For SCCA RULED FORMULA CARS

SEE 2010 GCR

SECTION 9.1.1

NOTES

Revision #	Revision Date	Description of Change
A	2009	General Revision
B	April 1, 2010	General Revision
C	May 1, 2012	Updated Helmet Requirements, and Flagging Rules

