

2006 NORTHWEST REGION SCCA CLUB FORD RULES

1. All Club Ford class cars must comply with all SCCA General Competition Rules (GCR) applicable to Formula Ford.
2. Chassis eligibility for Club Ford class:
 - A. All 1972 and earlier chassis including one-offs, specials, and conversions of chassis originally built for other formula(s) are eligible.
 - B. Chassis of 1973-78 manufacture specifically listed in Appendix A of these rules.
 - C. It is the responsibility of the driver and/or entrant of any car entered in the Club Ford class to document the eligibility of his/her car for the class.
 - D. A chassis updated to the specification of a later model of the same make shall be considered to be the later model for purposes of eligibility for Club Ford. Thus, a Crossle 25F updated to 30F is considered to be a 30F and ineligible. However, a Crossle 20F updated to a 25F would remain eligible. A later model chassis backdated to the specifications of an earlier model of the same make will be considered to be the later model for purposes of eligibility for Club Ford. Therefore, a Crossle 30F backdated to a 25F would remain ineligible.
 - E. Club Ford cars may be updated within the limits set forth in 2.D (above) provided the basic configuration is unchanged. Specifically, water radiators may not be relocated to an inboard amidships position, and suspension(s) and front brakes must not be converted from outboard to inboard configuration.
 - F. Specifically authorized modifications:
 1. Any modifications for which the only purpose is driver safety or comfort.
 2. Bodywork is free within FF dimensions (GCR). It is permitted to add vertical side plates to the sides of the spoilers/tails of Club Ford cars. Maximum side plate height is 6 inches, of which not more than 4 inches may be above the horizontal surface of the spoiler/tail. The spoiler/tail and side plates cannot exceed the length or width specified per GCR bodywork rules. Spoiler may be capable of adjustment. Cockpit adjustment is not permitted.
 3. Coil springs, anti-roll bars and steering racks are free provided the basic system of operation remains unchanged and in compliance with FF rules (GCR).
 4. Make and update of drive shafts is free
 5. Relocations of water radiators from side location to the nose or vice versa.
 - G. Exclusion from Club Ford:

Cars excluded from Club Ford at any time, including as a result of a protest not adjudicated until after the completion of an event, shall not be excluded or disqualified from competition, but reclassified to a Spec Ford or the regular FF class if otherwise eligible.
 - H. Approved tires:

The approved tire for Club Ford competition is the McCreary/American Racer compound #133. An alternate specification tire may be used provided it is proven to and accepted by the Region as having equal performance and equivalent or better longevity, price, and availability as the specified tire. In the interest of safety, the tire rule will be waived upon declaration of a "rain race" by the Chief Steward.

- I. Club Ford cars must display class designations (per GCR) as "CF" or "CFF".
 - J. For the purpose of determining configuration and date of manufacture of a chassis, specifications listed in "Charting the Fords" shall be controlling, and this shall be considered as Appendix B of these rules. All certified Club Fords will still be eligible with a .500 inch plus or minus on wheel base only. Any car over the specified limit is not eligible for Club Ford.
3. Engine Inspections:
- A. No-Notice engine inspections will be initiated at the discretion of the Club Ford committee, Club Ford series scrutineer, or Board of Directors Liaison for Club Ford.
 - B. Engine inspections will take place at the conclusion of the competition.
 - C. Cash bonds or disassembly fees do not apply.
 - D. Engine disassembly will be accomplished by the competitor and/or his crew under the supervision of the chief technical and safety inspector.
 - E. Engine inspections will be performed by the chief scrutineer or his staff to check conformance of Club Ford engines to GCR specifications.
4. Specific Technical Regulations:
- A. Cars must run with an original factory Hewland/Webster MK8 or MK9 transaxle/gearbox. Any and all work performed shall consist of basic rebuilds, damage repairs, and maintenance only. All parts used must be OEM unaltered and unmodified Hewland/Webster parts and gears only. Blue printing the transaxle/gearbox is permitted.
 - B. Those cars fitted with a clutch which has an overall diameter of less than 7.50 inches must run with an additional 25 pounds above the current minimum allowed total weight listed in the GCR for Formula Fords. Any and all clutches under 7.25 inches are not allowed. Single disc clutches are permitted only. All carbon fiber clutches are prohibited.
 - C. Any gas or hydraulic steel bodied single cartridge shock absorbers are allowed. Aluminum alloy bodied dual chamber and/or external reservoir shock absorbers are not permitted.
 - D. AP Lockheed LD19 brake calipers are permitted. All AP Lockheed LD20 brake calipers are prohibited. There are no restrictions on brake pads.
 - E. All cars must use standard steel OEM constant velocity joints or heavy duty steel version only. Any altering or lightening of the constant velocity joints is not permitted. All

aluminum alloy constant velocity joints are prohibited.

F. Diameter is to be the maximum length/width as manufactured. No material may be added to increase the maximum length/width beyond that of the original manufacture.

5. Fuel Regulations: Fuel per GCR.

A. Nitrogen-bearing additives may not be added to engine oiling system or by direct injection.

1. Oxygen-bearing additives may not be added to the engine oiling system or by direct injection.

2. Alcohol or Methanol additives may not be added to the engine oiling system or by direct injection.

3. Water injection is prohibited.

B. Only supplemental fuel sources which empty directly into the fuel cell/tank are allowed. Any substance or liquid contained within such supplemental sources must be tested along with, and in the same manner as, the fuel obtained from fuel pump to carburetor line. No supplemental fuel sources may be contained within the fuel cell/tank.

C. Per fuel test procedures and GCR. Whenever possible, fuel samples will be taken just prior to the race or qualifying session.

D. Fuel testing shall consist of two tests performed by the Club Ford administrator, Club Ford committee or club member qualified to do the testing. Testing officials cannot be directly involved in a protest for fuel for that event. Per the GCR

E. Fuel testing may be instigated by any of the following:

1. Stewards of the Meet

2. Club Ford administrator or Club Ford committee

3. By a normal protest per GCR

F. Competitors may obtain a fuel test at any time up to 30 minutes before the race by providing a suitable sample and paying a \$1.00 fee to cover consumables.

6. The Club Ford administrator or Club Ford committee shall ascertain that the cars entered in Club Ford Class comply with these rules of eligibility, as follows:

A. Certify cars that are in compliance with Club Ford Rules. Competitors may request certification by notice to the administrator at least one day before the event.

B. Conduct inspections of cars for Club Ford Rules conformance at the request of the Chief Scrutineer.

C. Upon request, conduct inspections of Club Ford cars which are under protest regarding Club Ford eligibility and report findings to the Chief Steward.

ADDENDUM- CLUB FORD RULES

Weight penalties will be added in addition to minimum weight requirements per Club Ford rules.

Add per item:

10 Lbs. - CV joints lightened

25 Lbs. - Single 7 ¼" clutch

50 Lbs. - Any modification to transaxle 20 Lbs. - Aluminum shocks

50 Lbs. - Any external adjustable or dual reservoir shock

Weight must be added in block or plate form and bolted to chassis between driver seat and pedal assembly. Weight must be weighed and stamped with SCCA log book number by Region Technical inspectors. To assist Tech, the total number of weight added must be marked on the body of the car above the CF designation in 1" numbers. (Example: CV joints and clutch - the number 35 would be displayed above the CF logo.) It is the intent of the Region to even out the competition with weight penalties. At the sole discretion of the Competition Director, weight may be added or removed at any time. The Region reserves the right to change or eliminate any of the above exceptions at any time.

APPENDIX A

List of Club Ford eligible chassis
manufactured from 1973 through 1978

Some listed chassis were manufactured in both 1978 and 1979 and the later cars are eligible. All 1972 and earlier chassis are eligible, and thus not listed here.

Alexis	23 and 24
Crossle	25F
Dulon	MP15 and MP19
Elden	PH10/PH17
Elfin	620
Hawke	DL10/DL19
Koaig Heath Nomad	KHF1/3
LeGrand	MK13andMK21
Lola	T340/T440
March	739
Mertyn	MK24/MK31
MRE	73F/75F
Nike	MK10/MK10C
Phantom	TF-3
Ray	73F/78F
Reynard	74F/78F
Royale	RP16/RP21A
Saracen	77F/78F
Supernova	SSF76
Tiga	76F and 77F
Titan	MK6C/MK9B
VanDiemen	RF73/RF76
Winkelmann	WDF4/WDF6
Zink	Z10 (Original -without suspension updates)

Ineligible chassis, regardless of date of manufacture: ADF, Crossle 30F/32F, Eagle, Lola T540, PRS RH01, Royale RP24/RP26, Tiga 78F, Van Dietnen RF77/RF78, Zink A10 (with updated suspension).

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