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TECHNICAL BULLETIN # SRF 001-2011

To: All SRF Owners
From: Mike Davies, Technical Manager
Date: 01 May, 2011
Re: Rules Updates

5.6.7.9: Flywheel: Ford Part Number FOCZ-6375-A or cross *referenced aftermarket replacement*. Minimum weight is 16 lbs., 2 oz.

5.6.7.9.1: Clutch disc: Ford part #FICZ-7550-A or cross *referenced aftermarket replacement*. *Minimum weight 1 lbs 14 oz*

5.6.7.9.3: Pulley: Ford part #FOCZ-6316-A Minimum weight: *4 lbs 5 oz*

5.6.7.11: Spark plugs: ONLY Motorcraft AG5F24C or AG5F34C *or NGK TR6*

5.6.7.13: Air Filter: ONLY Motorcraft #FA1031 *or Fram CA 3660*

All updates are due to parts cost / availability in some areas of the country, it has to be a cross referenced part from the Motorcraft part number. It would be in your best interest to keep record of it.

5.7.2.5: Alternate mirrors, Part Numbers 1390007, 190003 (LH) or 190004 (RH) may be used. *Mirrors must be as delivered*. Over the 2010 season I received numerous e-mails, phone calls and even some pictures of competitors cars.

5.7.2.10: Aluminum Racing Products (ARP) seat may be installed. If installed, the bracket kit furnished with the seat shall be utilized and unmodified. Butler seat may be installed. P/N 108268. *to aid with seat positioning, the head rest can be removed completely. It is recommended that the resulting hole in the firewall be covered with suitable aluminum sheet.*

This update was done to stop the confusion with the headrest rule.

5.7.2.13: *The addition of a metal floor pan in the area of the foot ped-als/ driver's feet is required, size shall be 27.87" x 21.56" x 1.25" made from sixteen (16) gauge metal.*

Over the 2010 season I saw 3 peeled back floors, all 3 cars had the foot pan installed and everything was fine. It was time to make this a requirement.

5.7.3.1: Bodywork crash-damage may be repaired but exterior dimensions, shapes, thicknesses, and profiles shall remain unaltered. The addition of material to increase rigidity and/or the weight is prohibited. Sections shall meet the following weight requirements:

Minimum (lbs)	Maximum (lbs)
Front 35	65
Center 25	n/a
Rear 30	<i>60</i>

Over the 2010 season I weighted a hand full of tail sections that were in the 65 lb + range. 60 plus lbs tail section is a safety concern. At 2 times the minimum weight there is adequate room for repairs.

5.7.3.2: *One* spring-type fastener may be used to replace the 1/4 turn fastener located to the rear of the front wheel.

Over the 2010 season I received numerous e-mails and phone calls, one per side is adequate to secure the rear of the nose.

5.7.3.11: *Use of the nose front center body pin is optional.*

Over the 2010 season I received numerous e-mails and phone calls, I have seen many light front to rear bumps. I do believe the nose tends to pop back in place, when the center pin was not being used. We don't have an unlimited supply of cylinder heads and if this change saves a couple every season it's worth it.

5.7.4.20: *Enterprise P/N 591902 Regulator is permitted*

Most all of the quicker drivers have been doing fuel PSI tuning for a long time, this change makes it easy for everyone, it's not in the dark now.

5.8.2: COMPLIANCE / TEST PARTS

5.8.2.1: *At any time a competitor may be asked by an SCCA official to use a part or parts for the purpose of compliance verification. A competitor may be asked by an SCCA official to use a test part or parts in non points paying sessions for the purpose of performance verification.*

Some parts are very difficult to check for compliance, at times it maybe in best interest to exchange a competitor part.

As new parts are developed because of obsolescence or updating functionality...we need to test performance / reliability and generate feedback from our customers.