

RMVR Exceptions To 2009 Monoposto Rules (Club Formula Fords)

Para. II, Engine:

- a.) Original and uprated blocks may be interchanged.
- b.) FEL-PRO model 8360 PT-1 head gasket may be used.
- c.) Minimum piston weight with rings and pin: 525 grams for original (Cortina) and 515 grams for uprated (Kent) engine. Piston top may be machined to reduce bowl depth to .470" minimum as required to achieve the legal compression ratio. The CP pistons, manufactured by Ivey Engines, part #81-2-FF1600 (std.) and 81-2- FF1600+5 (+.005" oversize) may be used in the uprated engine.
- d.) Elgin Cams Model "SCCA" and Kent Cams FF blueprint aftermarket camshafts may be used.
- e.) Connecting rods may be shortened (by using oversize small end bushings and boring to required length) to increase available deck height.
- f.) SCCA-approved aftermarket crankshaft may be used.
- g.) Ford OEM flywheels only may be used. There is no minimum weight requirement.
- h.) Weber model DFM or DGV carburetor may be used on either "original" or "upgraded" configuration.
- i.) Electronic trigger devices may be used so long as all related components are located within the distributor housing. No outside amplifiers or boxes.

Para XI, Tires:

- a.) Dunlop FF treaded tires 9092 compound must be used.

Para. XV, Racing With Formula Classic Cars:

- a.) Clubs Fords may race with pre-1973 ("classic") Formula Fords.

If after the end of the 2010 RMVR season, but before 1/1/2011, there is support from within the RMVR ford racing community (both Vintage FF and CF at that point) to rescind this CF rules expansion and revert to the rules as they existed at the beginning of the 2010 season, a clear majority vote so saying would be sufficient to rescind these new rules. In the absence of a vote by the ford community to rescind, the new rules would automatically become permanent on 1/1/2011 with no further action on anyone's part.