



To: Star Mazda Championship Teams and Drivers
From: Gary Rodrigues / Star Mazda Championship
Date: May 29, 2009
Re: Changes to 2009 Standing Supplementary Regulations

The Series has just completed two well attended and highly successful tests on the Milwaukee Mile and on the Iowa Speedway oval tracks. Thanks to all that participated. It was also a pleasure to work with the staff of each of these facilities. They certainly helped make the tests pleasant and very effective. The results should produce two excellent race events when the Series returns to these venues.

It was also very useful for me to have almost six days to visit with the majority of the people who have a stake in the Series and get valuable input on how to improve our effectiveness in furtherance of the Series mission. The result of digesting several ideas, opinions, and concerns expressed, some going back to the beginning of this year, is the **bulletin now posted in the Competitors / Series Rules section**, dated 29 May 09.

We are aware that each individual has a unique point of view on each facet of these subjects and, alas, no action or decision is universally popular. We do believe the changes are supported by a substantial majority of those affected and that they further our objectives of maximizing value and fairness for all competitors in the Series.

The issues we were asked to confront included the belief by many that the Series had sacrificed too much of the "spec" quality of the cars by permitting too many optional parts. It was also generally felt that too few car/driver combinations could meet the 1320 lb minimum weight, partly because of the conversion to radial tires, and partly due to the older chassis being inherently heavier than the new ones. One request was to allow the 20.5 mm front sway bar, currently used only on ovals, since "everyone already has them", and it could fill a gap in the adjustments available with the 19.0 mm bar currently required for road courses.

We originally listed most of the parts in the 2009 update package as "optional" with the idea that cars might be updated gradually, spreading the costs over time, if desired. Unintentionally, the result was nearly every team purchased all of the parts and, those that could afford it, began testing every possible combination on each track visited by the Series. This is obviously not in the long term interest of the Series, since it raises the cost of testing and is likely to create an unintended advantage to bigger budget teams.

While any rules changes will create some inconveniences, for which we apologize, we hope that you will agree that the results of those adjustments we are introducing in the abovementioned bulletin will be more equal competition and reduced costs. We thank you for your input, understanding, and cooperation.

Sincerely,
Gary Rodrigues
President