

SOLO EVENTS BOARD

SOLO EVENTS BOARD | October 23, 2013

The Solo Events Board met by conference call October 23rd. Attending were SEB members Dave Feighner, Dave Hardy, Mark Andy, Steve Hudson, Mike Simanyi, Richard Holden, and Brian Conners; Dick Patullo and Bruce Lindstrand of the BOD; Doug Gill and Howard Duncan of the National Staff. These minutes are presented in topical order rather than the order discussed.

Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is 1/1/2015.

Comments regarding items published herein should be directed via the website www.soloeventsboard.com.

Member Advisories

Stock/Street

For 2014, the existing Stock category will be renamed to Street-R and will run with the class letters SSR, ASR, BSR, CSR, DSR, ESR, FSR, GSR, and HSR. In 2015, all Street-R classes except SSR will be removed.

Street Touring

#12098 Control Arm Clarification

Per the STAC, ball joints and heim joints are considered to be of the same type, and thus replacement control arms utilizing one or the other versus Stock would be in compliance with 14.8.B. Note that this allowance does not open up modification of the mounting point (i.e., tapered holes may not be converted to non-tapered).

Members interested in serving on the STAC are invited to submit their qualifications in writing to the SEB.

The SEB thanks KJ Christopher for his service to the club as a STAC member.

Street Modified

Members interested in serving on the SMAC are invited to submit their qualifications in writing to the SEB.

Modified

The SEB thanks Dan Wasdahl for his service as MAC member and Chairman.

Tire Rack Solo Nationals

Course Designers who are interested in providing a course for the Solo Nationals are invited to submit their qualifications and experience in writing to the SEB.

Change Proposals

Street Prepared

The SPAC has provided the following group of listing change proposals for member review and comment:

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Delete the following lines in *ESP*:

Eagle
Talon Turbo (all) (1989-99)
Mitsubishi
Eclipse Turbo (1989-99)
Subaru
Impreza WRX (non-STI) (2002-07)

Add the following listing in *ASP*:

Eagle and Mitsubishi
Eclipse Turbo and Talon Turbo (1989-99)

And **change** the following line in *ASP*:

Subaru
Impreza WRX STI (2004-07)

to

Subaru
Impreza WRX *all incl.* STI (2004-07)

Comment: The SPAC feels that these AWD turbo cars in ESP are not a good fit. ESP has shown strong growth, nearly all of which has been fueled by ponycars. Also, the STIs in ASP may be a more attractive option with the additional UD/BD.

Kart

#12430 KM Tire Proposal

The KAC is seeking member feedback for the following change to 19.1.B.2.A - allowing rear tires up to 8.0" wide.

Tires must be no larger than 12.5" in diameter and no smaller than 9.0" in diameter as imprinted on tire. Tire width is limited to 5.5" for the front and ~~7.4~~ 8.0" for the rear as imprinted on tire.

#12431 Rotax DD2 Engine Allowance Proposal

The KAC is seeking member feedback for classing the Rotax DD2 engine into KM for 2014 season, with the caveat that section 3.2 applies. This would be done as follows:

Change numbering of 19.1.D.3 to 19.1.D.4 (Other Engines).

Change 19.1.A.4 to reflect the renumbering:

Minimum weight for entrants in 125cc shifter karts is 385 lbs as raced, including driver, regardless of driver gender or class entered. Weights for entrants with karts having other engines are as listed in Section ~~19.1.D.3~~ 19.1.D.4. Ladies class may run with a 20lb weight reduction except engines listed in Section ~~19.1.D.3~~ 19.1.D.4.

The added subsection 19.1.D.3 describes the newly-added Rotax DD2 engine, as follows:

19.1.D.3 Rotax DD2: 125cc 2 speed shifter kart with centrifugal clutch. Engine and clutch must be stock and complete with passport matching serial number of engine and seal. Rotax passport is an engine identification card unique to each individual engine with serial numbers, service history is recorded on passport. The seal is provided by authorized Rotax service centers and includes a black anodized aluminum seal with Rotax stamp, serial number matching passport Id. There is a steel cable running through the seal, and 1. intake flange screw 2. stud of cylinder 3. cylinder head cover screw. Only authorized Rotax dealers may repair and re "seal" the engine, updating the passport. The stock no-lift system is legal. All KM legal tires are legal for DD2 engine. Minimum weight is 385lbs.

Safety

#12872 Formula Junior Grid Rules and Helmets

The following rule change proposal has been recommended by the SSC:

Change 2.2.O to read: "At any Solo® event where Formula Junior (FJ) uses the same course layout as all other classes: For any heat in which FJ is in competition, no car *in the vicinity of the FJ grid or the course* may be in motion when any FJ kart is moving under its own power. From the start of FJ competition, when the first driver

in the class leaves the grid for the start line until the last driver has returned his kart to the FJ grid, this rule shall apply.”

Street Prepared

#12503 Reclassify BMW E9X M3 in Street Prepared

The SPAC does not believe that this car is a good fit for ESP, despite its on-paper similarity to a Mustang in stock trim.

Per the SEB, member feedback is requested on an alternative proposal to move this car to BSP.

Street Touring

#9999 E85 Comments

Add to the last sentence in 3.6.A the following:

“Pump gasoline above 95 octane is prohibited.”

Comment: Per the STAC, higher octane fuels have many of the disadvantages of E85, while costing more and being difficult to source. This gives advantage to those willing to trailer their cars, which is not within the spirit of the category.

#11982 Lexus CT200H Classing Proposal

Change the first sentence of 14.10.F to read:

“The engine management system parameters and operation *of internal combustion engines* may be modified only via the methods listed below.”

#12465 STS & STC Combining Proposal

The STAC has provided the following proposal for member review and feedback:

Effective 2015, all cars currently classed in STC will be re-classed to STS.

Other Member Items Reviewed

Stock

#12330 GS/HS Combine Comments

Thank you for your input. Per the approved BOD Item 37 as published in last month's Fastrack, GS and HS will remain separate classes.

#12352 Boxster and Cayman Classing Proposal

There are many Appendix A classings that will need their model year ranges to be updated from -13 to -14 in both Stock and Street. This happens every year.

#12367 Fiesta ST Classing Proposal

Per Fastrack item #12077 (November) this car has been classed in GS.

#12386, 12403, 12455, 12574 Street Comments

Thank you for your input.

#12394 Wheel Allowance Clarification

Thank you for your input. The SAC recommends that the member ask Porsche for clarification on their conflicting wheel width documentation.

#12417 HS Comments

Thank you for your input.

Street Touring

#12131 Steering Wheel Allowance Comments

Thank you for your input, the subject proposal has been withdrawn (November Fastrack, #11316).

#12387, 12388 FR-S/BRZ Classing Comments

Thank you for your input.

#12402, 12414, 12445, 12489, 12490, 12573 New Cars in STU Comments

Thank you for your input.

#12428 C5 FRC Classing Proposal

Thank you for your input. The C5 FRC was included in STU package sent to board.

#12517 ST Class Proposal

Thank you for your comments.

#12577 Infiniti G37 Clarification

Thank you for your item, the typo has been noted. Will be fixed in final publication.

Street Prepared

#11914, 12032 240SX Move to FSP Comments

Thank you for your input.

#12377 Boxster/Cayman Classing Proposal

Thank you for your input.

Kart

#12057 KM Weight Comments

Thank you for your input. The proposal pertaining to item #8535 was withdrawn.

Handled Elsewhere

Street Touring

#11779 STC and STS Combining Proposal

Please see item #12465

#12424 Supra Turbo Classing Proposal

Please see item #11979.

#12509 Supra Turbo in STU Proposal

Please see letter #11979.

Not Recommended

Safety

#12586 Minimum Age for Passengers Proposal

The SSC does not recommend this change. Laws vary greatly between states and there is also consideration of the maturity of children who are passengers.

Stock

#12306 Street Comments

Thank you for your input.

#12327 XKE and Miata Classing Proposal

Thank you for your input.

#12341 Fiat 500 Turbo Classing Proposal

Classification of this model is not recommended, as it does not meet the requirements of 3.1.A.

#12368 Audi TT AWD Move from DS Proposal

Thank you for your input.

#12371 Toyo R1R Proposal

Thank you for your input.

#12375 Toyo R1R Proposal

Thank you for your input.

#12380 Street Comments

The SAC would like to see how things shake out in Street before moving any cars at this time.

#12425 4.6L Mustang Classing Proposal

The SAC doesn't believe it is appropriate to split the V8 Mustangs into different classes.

#12476 Crossfire Move to GS Proposal

The SAC believes the Crossfire's performance potential is not appropriate for GS at this time.

#12593 Suzuki SX4 Sportback Classing Proposal

Classification of the Suzuki SX4 is not recommended, as this model doesn't meet the requirements of 3.1.A

Street Touring

#11961 New Street Touring Class Proposal

The STAC does not believe there is enough national demand for an ST class above STU at this time. Members are reminded that Regions may create their own STU-plus class as needs arise.

#11979 Supra Turbo Classing Proposal

The STAC believes the turbo Supra exceeds the performance parameters of the ST classing structure.

#12332 BMW Classing Proposal

The STAC believes the BMW E30 and E36 are appropriately classed.

#12344 Merkur XR4Ti Classing Proposal

The STAC doesn't feel that it would be appropriate to class the XR4Ti in the national ST structure. Regions may classify the car locally as needed.

#12382 Pontiac Solstice GXP / Saturn Sky Redline Classing Proposal

Per the STAC, the Pontiac Solstice GXP and Saturn Sky Redline exceed the performance parameters of STU.

#12398 ECU Allowance Proposal

In the interest of rules stability, the STAC does not believe 14.10.F should be modified in the requested manner.

Street Prepared

#12381 Fuel Lobe Allowance Proposal

The SPAC feels that cam swaps are not consistent with the Street Prepared category philosophy.

#12547 Splitter Allowance Proposal

The SPAC feels that the splitter allowance is sufficient as currently written.

Formula Junior

#12363 Formula Junior Spec. Gearing Proposal

The KAC feels that spec gearing is not consistent with category philosophy.

Tech Bulletins

Safety

The following Tech Bulletins have been recommended by the SSC:

In 1.3.2.o, change the second sentence to read "Drivers from *five (5)* to twelve (12) ..."

In 4.3.1, add to the third paragraph: "*Helmets for Formula Junior drivers must be of closed face design incorporating full face shields and chin bars.*"

Stock/Street

#12318 MR2 Classing Proposal

The SAC recommends moving the Toyota MR2 Supercharged from C-Street to E-Street per the provisions of 3.2.

#12320 Lotus Evora Classing Proposal

Per the SAC, correct the A-Stock and A-Street Evora listings with the updated years as shown below:

Lotus

Evora (non-supercharged) (2010-*14*)

#12581 Porsche 911 Classing Proposal

Per the SAC, the following new listing is added to both Super Stock and Super Street.

Porsche

911 (991 chassis) non-GT3 (2012-2014)

#12634 Chevrolet Corvette C7 classing

Per the SAC, the following new listing is added in both Super Stock and Super Street.

Chevrolet

Corvette (C7 chassis) (2014)

Street Touring

#11806 Bodywork Clarification

Per the STAC, add to Appendix F under Street Touring Clarifications:

In the absence of manufacturer supplied instructions, it is recommended to look to other sources (such as a manufacturer's assembly manual) in determining what constitutes "installed as directed".

With regard to the S2000 CR wing, it is not believed that there is an issue with drilling holes to mount the wing. However, the factory included trunk reinforments when using the wing, and there has been no evidence presented that this is not required by the manufacturer. Therefore, absent an allowance to include the trunk reinforcement, the addition of the CR wing is not allowed under 14.F. It would be allowed as part of a complete CR conversion.

#12355 Cruze and Cobalt Classing Proposal

Per the STAC, effective upon publication, add the following new listings in class STF:

Saturn Ion 2.2l

Pontiac G5 2.2l

Hyundai Elantra (2011-13)

Nissan Versa (2007-13)

Nissan Sentra (2.0) (2007-12)

Nissan Sentra (2013)

Scion xD (2008-13)

Effective upon publication, also add the following new listings in class STX:

Saturn Ion NOC

Pontiac G5 NOC

#12603 1993-1998 Golf Cabriolet Classing Proposal

Effective upon publication, add the following new listings in class STC:

Volkswagen Golf, GTI, Cabrio, Jetta (1993-98) (2.0)

CLUB RACING BOARD

Club Racing Board Minutes | November 5, 2013

The Club Racing Board met by teleconference on November 5, 2013. Participating were Jim Wheeler, Chairman; Chris Albin, Tony Ave, Jim Drago, Kevin Fandozzi, Peter Keane, David Arken, John LaRue, and Pam Richardson, secretary. Also participating were: Todd Butler and John Walsh, BoD liaisons; Terry Ozment, Vice President of Club Racing; Butch Kummer, Director of Club Racing; John Bauer, Technical Manager, Club Racing; and Chris Blum, Technical Assistant, Club Racing. The following decisions were made:

Member Advisory

None.

No Action Required

T1

1. #12842 (Matthew Henwood) Can the C5 Corvette Now Run Coilovers in the T-1 Class?

Thank you for your question. You are correct, as the current T1 rules allow this.

T2

1. #12487 (William Moore) Bushings for T2

Thank you for your request. A strut style suspension is allowed to have camber plates. Most camber plates are constructed with spherical bearings.

T2-T4

1. #12028 (Harley Kaplan) Allowance of Jacking Posts

Thank you for your request. This is currently allowed as long as it does not add roll cage attachment points and it serves no other purpose.

2. #12719 (Mark McCaughey) Allow Aftermarket Oil Pans in all Touring Classes

Thank you for your letter. Please see the response to letter #11711, Technical Bulletin.

Not Recommended

AS

1. #11678 (Jim Wheeler) Allow Alternate Gear Sets for T-10 and Muncie Transmissions

The CRB thanks the authors of letters 12528, 12529, 12534, 12535, 12585, 12588, 12596, 12671, and 12677 for their views on this potential change. However, the CRB did not approve this change at this time.

2. #12242 (Cheyne Daggett) Classify 2005-10 Mustang GT w/2011-12 Drive Train

Thank you for your request. The CRB has no plans to do this.

3. #12597 (Scott Sanda) Allow Aftermarket Fuel Rails for Restricted Preparation

Thank you for your letter. The CRB does not recommend this change.

4. #12599 (Scott Sanda) Allow Restricted Preparation Flywheel and Clutch

Thank you for your letter. The CRB does not recommend this change at this time.

5. #12600 (Scott Sanda) Allow Headers for Restricted Preparation

Thank you for your letter. The CRB does not recommend this change.

6. #12601 (Scott Sanda) Allow Alternate Intake for 2004-2005 CTSV

Thank you for your request. The CRB does not recommend this change.

FA

1. #11943 (Paul Morrison) Paddle Shift Weight Adjustment

Thank you for letter. The paddle shift does not represent enough of a performance difference to warrant a weight penalty. The CRB does not recommend a change.

2. #12058 (Kevin Kloepfer) Competition Adjustments for FA

Thank you for your letter. The CRB does not recommend your suggested changes.

GT1

1. #11789 (Robert Logsdon) Allow 18 Inch Wheels

Thank you for your letter. In 2014, additional 16" tire options will continue to be available for GT1 to choose from without adding

18" as an option. Additionally, cost to upgrade and class stability remains paramount in GT1. Therefore, the CRB does not recommend this change.

GT2

1. #12444 (Amir Haleem) Allow the Mazda 20B to Run Unrestricted at 2700lbs
Thank you for your letter. The CRB believes this car/engine is classified correctly.

2. #12617 (Chuck Mathews) LG Motorsports GT2 Wing
Thank you for your request. The CRB does not recommend this change.

GT3

1. #11841 (Mike Henderson) CRB Consideration on an Optional Wheel/Tire size for GT3 Cars
Thank you for your letter. In 2014, 15" tire options will be available for GT3 to choose from without adding additional sizes as an option. Additionally, cost to upgrade and class stability is paramount. Therefore the CRB does not recommend this change.

The CRB thanks the authors of letters 11869, 11870, 11871, 11875, 11900, 11926, 11938, 12089 for their comments.

IT

1. #11815 (Dave Kutney) Allow 8 Inch Wheels in IT
Thank you for your letter. The CRB has no plans to increase maximum wheel width IT rules based on OEM equipment.

ITS

1. #11609 (Dave Kutney) Weight Clarification for Pontiac Solstice
Thank you for your letter. The car is correct as classified.

EP

1. #12228 (Mike Anderson) BMW E36 325is Wheel Size
Thank you for your letter. There are other cars in EP running 15x7 wheels, for example the BMW Z-3, in the referenced weight range, that do not have difficulties with tire life. Thus listing this car with a 15" wheel, which is what it came with stock, is not a performance disadvantage.

2. #12522 (Chris Dryden) Reduce Weight on the BMW Z3 2.5
Thank you for your request. This car's weight is consistent with accepted EP displacement to weight ratio ranges. The CRB does not recommend a weight reduction.

3. #12561 (Charles Kim) Classify the Honda S2000 CR
Thank you for your request. The aerodynamic aids on this model have a material impact on the car's performance. This would not be true of the few very modest aerodynamic factory aids that are currently allowed in Production. Classifying cars based on aerodynamic factors would add a further and unnecessary level of complexity to the Production classes. This car is currently classed in Production without the aerodynamic aids and the same can be removed from the S2000 CR to permit it to compete in Production.

HP

1. #12416 (Michael MacQueen) Please Increase CR for 1275 LP Spridget
Thank you for your letter. The referenced change was made only to address certain VW models that were accidentally overlooked in a prior specification change. The result was to standardize the VWs in HP and not to generally improve the performance of VWs in HP.

Production

1. #12096 (Philip Royle) Tire-Specific Allowances in Production
Thank you for your request. The CRB does not recommend this change.

ST

1. #12453 (Eric Heinrich) Regulation of Traction Control in ST
Thank you for your letter. The CRB does not recommend attempting to regulate traction control.

STU

1. #11177 (Carl Young) Classify the Audi S4 in STU
Thank you for your request. Please submit a Vehicle Tech sheet for this vehicle. The VTS can be found at crbscca.com.

2. #12435 (Eric Heinrich) Forced Induction Engine Requirements for 2014 and Forward
Thank you for your letter. The CRB does not recommend different engine preparation allowances in normally aspirated or forced induction in ST.

3. #12436 (Eric Heinrich) AWD Restrictions in STU

Thank you for your letter. The CRB does not recommend different preparation allowances for all wheel drive, front wheel drive, or rear wheel drive in ST.

4. #12439 (Eric Heinrich) Forced Induction Cars Shall Be Required to Use Stock Brakes

Thank you for your letter. Please see the response to letter #12435.

5. #12448 (Eric Heinrich) Gearbox Restriction for Forced Induction Cars in STU

Thank you for your letter. The CRB does not recommend making any non-engine adjustments to turbo-charged cars in STU.

6. #12462 (Marc Feinstein) Classify Audi 3.0 Supercharged

Thank you for your request. The CRB does not recommend this classification due to the performance potential of the 3.0 SC.

7. #12463 (Marc Feinstein) Require Forced Induction Cars to Install a Specified Boost Sensor

Thank you for your suggestion. The CRB has confidence in the use of appropriate TIRs and therefore does not recommend installing boost sensors.

8. #12468 (Tony Salloum) Weight Factor for Turbos in STU

Thank you for your letter. Please see the response to letter #12433.

9. #12469 (James Spurling) Class BMW Z3 2.5liter

Thank you for your letter. The CRB does not recommend making specific engine to weight allowances.

10. #12632 (MARC HOOVER) MAZDASPEED PROTEGE TURBO ALTERNATE CONFIGURATION

Thank you for your request. The CRB does not recommend the Garret T25 turbo-charger. If the author wishes to request another turbo-charger, it must be of the same specifications as the IHI turbo-charger used on the MazdaSpeed Miata.

T1

1. #12001 (Joe Aquilante) Allow Drop Spindles to Adjust Ride Height

Thank you for your request. The CRB does not recommend this change.

2. #12618 (Chuck Mathews) LG Motorsports GT2 / T1 Wing

Thank you for your request. The CRB does not recommend this change.

T2

1. #12002 (Matt Slavens) Allow the Use of Aftermarket Springs up to 1000lbs

Thank you for your letter. Please see the response to letter #12874, Technical Bulletin.

2. #12276 (Jorge Nolla) Cold Air Intake for Mitsubishi Lancer Evo X/GSR/MR (08-11)

Thank you for your request. The CRB does not recommend this change at this time.

3. #12727 (Andrew Longe) Allow Modification to Porsche 997 in T2

Thank you for your requests. The CRB does not recommend the change to the 997, however, please see letter #12725 for the recommended change to the 996.

4. #12830 (Michael Pettiford) 2010 Corvette Grand Sport Headers

Thank you for your request. The CRB did not approve your requested items.

T2-T4

1. #12497 (David Muramoto) Reduce the 350Z Weight

Thank you for your letter. Please see the response to letter #12874, Technical Bulletin. Only the 350Z DE has a weight change.

2. #12533 (Christopher Childs) Allowances for EVO in T2

Thank you for your letter. Please see the response to letter #12874. The CRB has no plans for the EVO to go to T3; however, adjustments have been made for the EVO in T2.

T3

1. #12482 (Tim Myers) Request Competition Adjustment for Nissan 370Z

Thank you for your letter. The CRB does not recommend these changes.

2. #12537 (Harley Kaplan) Parity in T3

Thank you for your request. The CRB does not recommend your suggested changes; however, please see the response to letter #12874, Technical Bulletin, for T3 class changes.

3. #12538 (Harley Kaplan) Allow 1000lb Spring Rates in T3

Thank you for your request. The CRB does not recommend this change.

4. #12746 (Marty Grand) Re-class the Mitsubishi Evo in T3

Thank you for your request. The CRB does not recommend this change.

5. #12815 (Richard Kulach) 370Z Restrictor Removal in T3

Thank you for your request. The CRB does not recommend this change.

6. #12816 (Richard Kulach) Weight Reduction for 370Z

Thank you for your request. The CRB does not recommend this change.

7. #12817 (Richard Kulach) 370Z Suspension Modification

Thank you for your request. The CRB does not recommend this change.

8. #12818 (Richard Kulach) 350Z DE Cold Air Intake, Weight Reduction

Thank you for your request. The CRB does not recommend a cold air intake for the 350Z DE. However, please see the response to letter #12874 for a weight reduction.

T4

1. #12190 (Steven Christopher) Allow Former SSC Mazda 3 to Upgrade

Thank you for your requests. Your items are not recommended by the CRB. However, please see the response to letter #12874, Technical Bulletin, for changes to former SSC cars.

2. #12720 (Mark McCaughey) 00-05 Toyota Celica GTS Weight Reduction

Thank you for your request. The CRB does not recommend this change.

3. #12721 (Mark McCaughey) Allow 00-05 Toyota Celica GTS a Cold Air Intake

Thank you for your request. The CRB does not recommend this change.

4. #12852 (Steven Christopher) Mazda MX5 Modifications

Thank you for your request. The MX5 Cup cars are prepared above class allowances; therefore, the CRB does not recommend changes to them.

5. #12863 (Bill Seifert) Allow ECU Change

Thank you for your request. The CRB does not recommend this change.

Recommended Items for 2014

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Club Racing Board. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged. Please send your comments via the form at www.clubracingboard.com.

AS

1. #12598 (Scott Sanda) Restricted Preparation Fuel Rail Modifications

Thank you for your letter. Change 9.1.6.D.1.c.2.a: a. OEM fuel injectors and fuel rail assembly must be maintained. *To reduce fuel fire hazard, OEM fuel rail inlet and outlet (return) ports may be changed to allow alternate fittings. No other changes to the OEM fuel rail assembly are permitted.*

2. #12783 (John Maloney Jr.) Allow Headers for Restricted Prep Mustang/Cobra

Thank you for your request. Change the specification line for the Ford Mustang Cobra and GT (96-98) Restricted Preparation:

Ford Mustang Cobra and GT (96-98) Restricted Prep.	101.3	3.37, 1.99, 1.33, 1.00, 0.67	(F) 330 Vented Disc (R) 296 Vented Disc	3250	Max. Wheel Size: 17 x 9. Stock brakes must be retained when using authorized wheels larger than 16 x 8. Installation of ASedan specification brakes requires the use of 16 x 8 wheels. <i>Replacement exhaust manifolds, or "headers," may be used. Cylinder head mounting flange(s) shall be no thicker than 0.375 inch, and tubing diameter shall be no greater than 1.625 inch O.D., measured at any tube location one (1) inch from the flange to the collector.</i>
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3. #12875 (American Sedan Committee) AS Suspension Rules Update

Change 9.1.6.D.4.d.5: 5. Bushing material is unrestricted except that bushing material must be at least as stiff as stock (i.e. equal or higher durometer rating). "Air", foam or other soft materials that render the control arms ineffective, are strictly forbidden. Control arm to spindle/knuckle ball joints must be stock or equivalent replacement. Ball joint may be welded or positively attached. Original unmodified *lower control arms (front and rear), and original unmodified front upper control arms* must be retained. Pins, keys, or weldment may be used to prevent the rotation of alternate bushings, but may serve no other purpose than that of retaining the bushing in the desired position.

Change 9.1.6.D.4.c.: c. Suspension Control - Any anti-roll bar(s), traction bar(s) *and rear upper control arms or like devices*, panhard rod, or watts linkage may be added or substituted, provided its/their installation serves no other purpose. The mounts for these devices may be welded or bolted to the structure of the vehicle. No suspension control mount or component shall be located in the trunk or driver/passenger compartment unless installed by the manufacturer as original equipment.

Add 9.1.6.D.7.i.4: *4. The unibody may be deformed or modified to accommodate the installation of components or other modifications allowed by these rules. The rear bulkhead may not be cut to accommodate the installation of traction bars or rear upper control arms or like devices. Deformations or modifications shall perform no other function.*

B-Spec

1. #11600 (SCCA Staff) Add B-Spec Chevrolet Sonic Suspension Kit

In B-Spec, Chevrolet Sonic (2012), add to the Notes: *GM suspension kit #23123679 permitted.*

FV

1. #10585 (Stevan Davis) Add Wording to Allow Removable Head Surrounds

Thank you for your letter. Change 9.1.1.C.9.G: G. The driver's seat shall be capable of being entered without the manipulation or removal of any part or panel, *with the exception of the steering wheel and/or drivers head surround. The steering wheel and the surround must be removable by the driver and/or safety workers without the use of any tools. Readily legible removal instructions for safety workers are recommended. Bead seats are recommended.*

P1

1. #12661 (Club Racing Board) P1, P2, and FB data collection

Add to the P1 and P2 rules located at: <http://www.scca.com/clubracing/content.cfm?cid=44472>:

9.1.8.A.2

K. Data Collection

All P1 Sport Racing Cars competing in Majors Races must have a 3x4 inch magnetic mounting surface (i.e. steel plate) for an SCCA provided GPS-based data acquisition box measuring 3x4x1.5 inches. The mounting surface is to be approximately orientated either horizontally or vertically either parallel or perpendicular to the longitudinal axis of the car and must be accessible from the exterior of the car with the driver on board -- it should have a view of the sky, and not be located under carbon fiber or metallic bodywork. The purpose of this requirement is to allow the random placement of data boxes on cars on pre-grid by SCCA assigned personal and the collection of the box when the car exits the race track.

9.1.8.A.3

M. Data Collection

All P2 Sport Racing Cars competing in Majors Races must have a 3x4 inch magnetic mounting surface (i.e. steel plate) for an SCCA provided GPS-based data acquisition box measuring 3x4x1.5 inches. The mounting surface is to be approximately orientated either horizontally or vertically either parallel or perpendicular to the longitudinal axis of the car and must be accessible from the exterior of the car with the driver on board -- it should have a view of the sky, and not be located under carbon fiber or metallic bodywork. The purpose of this requirement is to allow the random placement of data boxes on cars on pre-grid by SCCA assigned personal and the collection of the box when the car exits the race track.

Change 9.1.1.G. FORMULA 1000 (FB) PREPARATION RULES

Formula 1000 is a restricted class. Therefore, all allowable modifications, changes, or additions are as stated herein. There are no exceptions. IF IN DOUBT, DON'T. Homologation is required for all cars. *All FB cars competing in Majors Races must have a 3x4 inch magnetic mounting surface (i.e. steel plate) for an SCCA provided GPS-based data acquisition box measuring 3x4x1.5 inches. The mounting surface is to be approximately orientated either horizontally or vertically either parallel or perpendicular to the longitudinal axis of the car and must be accessible from the exterior of the car with the driver on board. It should have a view of the sky, and not be located under carbon fiber or metallic bodywork. The purpose of this requirement is to allow the random placement of data boxes on cars on pre-grid by SCCA assigned personal and the collection of the box when the car exits the race track.*

P2

1. #12916 (Club Racing Board) P2 Engine Restrictors

Make the below changes and additions to the P2 rules located at: <http://www.scca.com/clubracing/content.cfm?cid=44472>.

Add 9.1.8.A.3.k.g.3: *3. The following weight and flat plate restrictor sizes are used to populate the P2 Engine Table and the P2 Spec Line Table. All 4 and 2 cycle restrictors are individual inlet flat plate restrictors installed on the intake side of the fuel delivery system within 4 inches of the throttle shaft. Restrictors may be mounted in any manner that does not reduce the intended effectiveness.*

P2 Minimum Weight and Restrictor Table

<i>Minimum Weight</i>	<i>Restrictor size</i>
<i>Pounds</i>	<i>mm</i>
1500	42.5
1400	41.5
1350	41.0
1300	40.5
1200	39.5
1100	38.5
1025	38
1000	37.5
950	37
900	36.5

Below 9.1.8.a.3.k.g., change the P2 engine table:

P2 Engine Table

Spec Line	Engine Series	Max. Displ. (cc)	Max. Valves / Cyl.	Notes	Req'd Restrictor Flat plate except as noted <70in/70in to 78.74in width	Min. Weight (Lbs)
A	2 cycle	1200	NA	Maximum 4 cylinders	TBD 39.5mm/39.5mm	TBD 1200
B	4 cycle Motorcycle-based Kawasaki, Suzuki, Yamaha	1005		No modifications allowed on engines manufactured after year model 2008	TBD Stock 37.5mm/37.5mm Modified 38.5mm/38.5mm	Stock engine 1000 Modified engine 1100
C	4 cycle Motorcycle-based Kawasaki, Suzuki, Yamaha	1505	4	>1005 cc no modifications allowed	TBD >1005cc and <1106cc 38.5mm/38.5mm <1206cc 39.5mm/39.5mm <1506cc 40.5mm/40.5mm	>1005cc and <1106cc 1100 <1206cc 1200 <1506cc 1300
D	4 Cycle	1835	2	VW Super V-Note 1	36mm/38mm	1200
E	4 cycle	1615	4	Toyota WSR Specs only	34mm 41.5mm	1400
F	4 cycle 4 cyl auto based	2000	4	Approved engines list: MZR/Duratec Pinto: Cam TBD Max lift 12mm, Cast Iron or FastForward Cylinder head, Intake system Free, Fuel Injection Allowed	40.5mm / 42.5mm 40.5mm/40.5mm MZR TBD Pinto TBD	1300
G	Olds Quad 4	2300	2	Engine must conform to the specifications 9.1.8.F	Engine to be used in S2000 only	TBD 1350

H	YAC	2000	2	40mm Chokes on Weber 45DCOE Carbs <i>Engine specification per the 2009 GCR</i>	Engine to be used in S2000 only	TBD 1300
I	Mazda 12A Rotary	NA	NA	Non-peripheral, non-bridge port Engines are allowed only ONE single 2 barrel Weber IDA or DCOE or equivalent dual throat 48 or 50 mm carburetor. No fuel injection is allowed - period.	Venturi 32mm/34mm <i>40.5mm/40.5mm</i>	1350
J	Mazda 12A Rotary	NA	NA	Bridgeport Engines are allowed only ONE single 2 barrel Weber IDA or DCOE or equivalent dual throat 48 or 50 mm carburetor. No fuel injection is allowed - period.	Venturi 32mm/34mm <i>40.5mm/40.5mm</i>	1350
K	Venturi 36mm/38mm <i>41.5mm/41.5mm</i>	1400	NA	Non-peripheral, non-bridge port Engines are allowed only ONE single 2 barrel Weber IDA or DCOE or equivalent dual throat 48 or 50 mm carburetor. No fuel injection is allowed - period. Formula Mazda Specs only		

Change the Spec Line Table below 9.1.8.A.3.I:

I. Spec Line Cars
Spec Line Table

Spec Line	Marque	Wheelbase inches max/ Track Max inches	Weight Stock Engine lb / Weight Modified Engine lb	Wing	Engine	Notes
A	AMAC, Aztec <i>Asteck</i> , Cheetah, Decker, Fox, LeGrand	94 / 54	950/1025	End plate mounting allowed, <i>except for Cheetah</i> , Wing maximum chord 16 inches for end plate mounting <i>mounted wings</i> .	Max displacement 1005cc Restrictor per line B of SR2 <i>P2</i> engine table	Minimum width 55 inches
<i>B</i>	<i>AMAC-AM5, Fox-2 Seater, Zephyrus</i>	<i>94/54</i>	<i>900/950</i>	<i>End plate mounting allowed maximum chord 17 inches.</i>	<i>Max displacement 1005cc Restrictor per line B of P2 engine table</i>	<i>Minimum width 55 inches</i>
<i>B-C</i>	Enterprise Sports Racer					See GCR section 9.1.8.F for complete specifications
<i>C-D</i>	Radical SR-3 SR-4		1300lb Stock 1370 cc max Restrictor TBD <i>40.5mm</i>			Radical wing or SR2- <i>P2</i> class compliant wing and end plate Radical rear diffuser permitted
<i>D-E</i>	Radical SR-3 Radical Cup		1500lb Sealed Radical Cup engine and transmission Restrictor TBD <i>42.5mm</i>			Radical wing or SR2 <i>P2</i> class compliant wing and end plate Radical rear diffuser permitted
<i>E-F</i>	Radical Club Sport, Pro- Sport, PR-6		1000lb Stock 1005cc max Restrictor TBD <i>37.5mm</i> or 1300lb Stock 1370 cc max Restrictor TBD <i>40.5mm</i>			Radical wing or SR2 <i>P2</i> class compliant wing and end plate 61 in width min Radical rear diffuser permitted
<i>F-G</i>	Bobsy			Wing unrestricted		

GCR

1. #12751 (SCCA Staff) Allow Three-Digit Numbers for Majors Events

Thank you for your request. Change 9.3.29.A: A. ~~3 digit numbers may be used when individually approved in advance by the Chief of Timing and Scoring.~~ **3 digit numbers starting with the number "1" are permitted at all events.**

GT2

1. #12342 (Butch Kummer) Keep Stock Cars Eligible for GT2

Thank you for your letter. TA2 cars may run in GT2 using the rules listed in the GCR, Appendix L. (2013 rules) or they may run current Trans Am rules. Change the specification line for GT2 TA2 cars:

Cars must comply with ~~2013 TA2 rules.~~ Tire make/size are free. See ~~Appendix L.~~ **(2013 rules) or current Trans Am rules.** for complete rule set. **Tire make/size are free.**

2. #12901 (Tom Patton) Alternate Cylinder Heads for Sunbeam Tiger

Thank you for your request. In GT2 Engines - SUNBEAM, change "Fuel Induction": Ford C30 FAB, C30F-9510E, C40F-9519-1E* *Manifold: Stock Sunbeam Tiger manifold only. Holley P/N 0-80507-1 (390 CFM) on unrestricted manifold. Spacer is unrestricted. The restrictor plate shall be positioned within 4" of the throttle butterflies. ~~All inducted air shall pass through the specified restrictor plate.~~

In GT2 Engines - SUNBEAM, change the Notes:

Cylinder Heads: Any Ford 260, 289, or 302 Windsor V-8 cast-iron production cylinder head, delivered on U.S. model cars or trucks, and bearing unmodified factory casting numbers beginning in C, D, E, or F are allowed. **Edelbrock "SCCA American Sedan" aluminum heads, part number 602479 are permitted.** Competitor shall be able to provide documentation from the manufacturer identifying application(s), displacement, engine family, and casting identification. Ford Motorsport engine blocks P/N M-6010-A50, & M-6010-B50 and M6010-BOSS302 are allowed.

3. #12931 (Grand Touring Committee) GT2/ST adjustment

Change Appendix K., P.1.: 1. Tires must conform to 9.3.45, GT1/ST & ~~GT2/ST~~ Tire make/size is free, DOT tires are not required. **DOT tires per 9.3.45 are required for GT2/ST cars.**

Change the top "Note" for the GT2/ST specification lines: Note: Cars must comply with 2012 STO rules as stated in Appendix K of the GCR. Engine Displacements in this table are nominal. Each competitor shall have available definitive documentation (e.g., factory manual) of the original displacement for the engine used. ~~GT2/ST Tire make/size are free,~~ DOT tires are not required.

FP

1. #12723 (Mark McCaughey) Reclassify the 00-05 Toyota Celica GT

Reclassify the Toyota Celica GT currently in EP to FP with the following changes to the specification line: Add model year-(00-05), weights- 2250, 2306 and 2363, drum brake diameter-300, stock throttle body I.D., comp. ratio- 11.0:1, valve lift- .450

EPFP	Prep Level	Weight	Engine Type	Bore x Stroke mm/(in.)	Displ. Cc/ (ci) (nominal)	Block Mat'l	Head/PM & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheel-base mm/(in.)	Track (F/R) mm/(in.)
Toyota Celica GT (00-05)	2	2090 2250 2306 2363	4 Cycl Dohc	79 x 91.5	1794	Alum	Alum	(I) 32.0 (E) 27.5		102.4	62.9/62.5

EPFP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt: (mm/(in.))	Fuel Injected Equipped Throttle Body Inside Diameter (mm) +/- .25mm	Notes
Toyota Celica GT (00-05)	15 x 7	5	(F) 254 Disc (R) 254 300 Drum		Stock	Comp Ratio limited to 12.5:1 11.0:1 . Valve lift limited to .500 .450"

Production

1. #12279 (Philip Royle) Allow IT cars to run in Production in IT trim

Thank you for your letter. Add 9.1.5.B5.: **5. Any Improved Touring car meeting all the requirements of ITCS 9.1.3 may compete in the Production class in which the same make, model and engine displacement car is classified. For Improved Touring cars**

competing in Production, the level of preparation and modifications will be as determined by ITCS 9.1.3 and not by PCS 9.1.5. This is intended to allow Improved Touring competitors to become more familiar with Production to assist them in determining whether to modify their cars to meet the requirements of PCS 9.1.5 and also to permit Improved Touring competitors to compete in all events open to Production cars.

2. #12466 (Production Committee) Retention of Factory Hard Tops

Change 9.1.5.E.9.a.11.: 11. Open cars must remove convertible *soft tops*, ~~removable tops~~ and ~~all~~-attaching bracketry and fasteners. *Open cars retaining the stock windshield may retain the stock removable hardtop if attached to the car by positive fasteners.*

SM

1. #12710 (Alan Cross) 2001 Air Intake Radiator Clearance

Add 9.1.7.C.1.k.1.e: *e. 2001-2005 cars may replace air intake tube (p/n BP6D-13-331) with the 1999 air intake tube (p/n BP4W-13-331B).*

2. #12711 (Spec Miata Committee) Allow for OEM Equivalent Fuel Pumps

Thank you for your letter. Change 9.1.7.C.1.l.1: 1. The fuel pump must be a Mazda *or* OEM *equivalent* part ~~and unaltered~~. Any adjustable mechanical fuel regulator may be used. It may not be mounted in the cockpit. It may not be adjusted electronically or from the cockpit. Cars equipped with a factory installed manifold vacuum reference for the fuel regulator may use it, but it must not be altered in any way. Refer to GCR Section 9.3 for permitted fuel specifications and for the required fuel sample acquisition port.

SMX5

1. #12701 (Michael Collins) Allow Roadstersport Hard Top for SMX5

Change 9.1.11.B.3.p: p. SPEC MX-5 cars may run the factory optional removable hardtop *or the Roadstersport fiberglass hardtop (Roadstersport p/n 21-1006F)*. The factory latches must be removed and replaced with positive fasteners.

STL

1. #12051 (Greg Amy) Classify Type R in STL at 2L Weight

Thank you for your letter. Change 9.1.4.2.B.1: 1. Engines up to 4 cylinders and 2000 cubic centimeters factory displacement are permitted, except those from cars and engines as follows:

The following vehicles in their entirety are ineligible for STL:

Lotus Elise/Exige
Lotus 2 eleven

The engines from the following cars are ineligible for STL:

Honda S2000 F20C
Acura Type R Code-B18C5

Forced induction is not permitted in STL.

Change 9.1.4.2.I Table A title: Table A: Alternate Vehicle and Engine Allowances/*Requirements*

In section 9.1.4.2.I Table A, add spec line as follows:

<input type="checkbox"/> STL	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>Acura B18C5</i>	<i>NA</i>	<i>Chart + 2%</i>	<i>Any porting and or polishing of intake and or exhaust ports outside of the GCR 9.1.4.2.B.3, 1" port matching allowance-factory or otherwise is prohibited.</i>

STU

1. #12433 (Eric Heinrich) Minimum Weight for Forced Induction in STU

Thank you for your letter.

Change 9.1.4.1.H.2: 2. All turbocharged engines shall use a turbo inlet restrictor/weight combination from the following table. Twin turbo engines are allowed on a case-by-case basis only. Refer to GCR Appendix F definition of "Turbo Inlet Restrictor" for

correct design parameters. Turbocharged engines of greater than 2.7L displacement shall use the weight as listed in the lbs/cc or restrictor size/lbs charts, whichever is greater.

Inlet Restrictor (mm)	Minimum Weight (lbs)
32	2250
33	2300
34	2350
35	2400
36	2450
37	2500
38	2550
39	2600
40	2650

Turbocharged AWD/RWD cars must deduct 2 mm from this table.

Remove 9.1.4.G.21: Unless otherwise noted, the follow restrictions apply to turbochargers. The inlet restrictor (if required) shall be positioned in the compressor inlet housing. Turbochargers may be added to engines that did not originally come equipped with one on a case by case basis. Swapping of turbochargers between engine makes and models is prohibited. Supercharged cars may be approved on a case-by-case basis. Contact the Club Racing Technical Office for details.

Insert new 9.1.4.1.B.2: *2. Turbo inlet restrictors designed per GCR Appendix F Technical Glossary definition of "Turbo Inlet Restrictor" may be required; see table 9.1.4.h.2. Swapping of turbochargers between engine makes and models is prohibited. Supercharged cars may be approved on a case-by-case basis; twin turbo engines are allowed on a case-by-case basis only. Contact the Club Racing Technical Office for details.*

Change current 9.1.4.B.2 to 3., and all numbers subsequent: **23**. All cars shall use the installed engine's stock air throttling device (e.g., throttle body, carburetor) and intake manifold, unless noted otherwise. Turbocharged engines of 3.2 displacement or less are allowed.

2. #12589 (Super Touring Committee) Remove Alternate Turbo from Mazda Miata
 Thank you for your letter. Due to the part no longer being available, in 9.1.4.1, remove from Notes, Table A., Mazdaspeed Miata: Alternate turbo Mazdaspeed part #000-88C-89 permitted.

T1

1. #12615 (Scott Bove) Allow Carbon Doors for T1
 Thank you for your request. Please see the response to letter #12879.

2. #12643 (Dan Goodman) Allow Alternate Bodywork for E36 in T1
 Thank you for your request. Change the specification lines for the BMW E 46 M3 & E36 / BMW Z3, and the BMW E46 M3 as described below:

BMW E 46 M3 & E36 / BMW Z3	3200	2600		The 3.4L (87.0 x 93.0 Stroke) engine is permitted at 2650 lbs. the M5 5.0L is permitted at 3000 lbs. Flossman body kit is permitted. 4.0L V8 permitted at 2900 lbs. <i>Pennon Fender flares allowed. The headlights can be modified to allow air to pass into the engine induction system.</i>
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BMW E46 M3	3200	2850		Dinan supercharger kit part #D860-3101C / With R865-3120 pulley required. <i>The headlights can be modified to allow air to pass into the engine induction system.</i>
	4000	3200		<i>The headlights can be modified to allow air to pass into the engine induction system.</i>
	5000 (V8 only)	3500		

2. #12879 (Club Racing Board) 2014 T1 Ruleset Update

The CRB submits the below rule changes to the Touring section of the GCR for Board of Director approval.

1. Insert wording below in 9.1.9.1:

These Specifications are part of the SCCA General Competition Rules (GCR), and all classified automobiles shall conform with the requirements of GCR Section 9 unless this Category is specifically exempted from said requirements.

Limited T1:

See Limited T1 specification lines for the list of cars permitted to run in T1 in a limited preparation level configuration. These cars shall be prepared to the T2 level of preparation found in 9.1.9.2.

Full Preparation T1:

A. Bodywork

2. Change 9.1.9.1.A.1.: All cars may replace the hood, hatch, *doors*, and/or trunk lid with nonmetallic composite parts.

3. Remove 9.1.9.1.B.1.f.: f. — ~~Cars with non-OEM front splitter shall increase the required minimum weight by 75 lbs. or reduce their flat plate restrictor by 2 mm. Vehicle that do not have a flat plate restrictor would add one and reduce the OEM throttle body size by 2 mm.~~

4. Remove 9.1.9.1.B.2.i.: i. — ~~Cars with non-OEM rear wing shall increase the required minimum weight by 75 lbs. or reduce their flat plate restrictor by 2 mm. Vehicle that do not have a flat plate restrictor would add one and reduce the OEM throttle body size by 2 mm.~~

5. Change 9.1.9.1.C.2.: Headliner, sun visor, carpeting, carpet pad and/or insulation, sound- proofing, OEM seats, all trim except the dashboard, heating and air conditioning systems, window winding mechanisms, *front door windows*, central locking systems, audio system, and any other systems fitted to the original car solely for the comfort of the driver and/or passengers.

6. Change 9.1.9.1.N.9.: 9. All steering components, with the exception of the steering wheel, column and tie-rods/toe-links, must be original equipment supplied by the manufacturer. These parts may be strengthened provided the original part can still be identified. *Steering column locks may be removed or disabled.*

T2

1. #12172 (BILL CAPOGEANNIS) Request for Solstice GXP Brake and Spring Allowances in T2

Thank you for your requests. The brake upgrade for this car is listed on the specification line.

Add to notes for the Pontiac Solstice GXP Coupe/Convertible

(07-09): Detachable hardtop GM part #PCS-0664 shall be installed and convertible top shall be removed. Suspension option ZOK and Rear Spoiler (D52) allowed. Brake calipers and rotors from Chevrolet Cobalt SS (08-09) permitted. Any aftermarket top allowed, if material, size, shape and weight are the same as the factory top. Hahn HIC-1150 or Dejon FICSSA Intercooler allowed. *Maximum spring rate 800 lb/inch for coil over type spring permitted.*

2. #12278 (Jorge Nolla) Alternate intercooler for Mitsubishi Lancer Evo X

Thank you for your request. Add to Notes for T2 Mitsubishi Evo X/GSR/MR (08-11):

AMS front and rear springs SCCA01-EVO X – AMS. 2" Genesis Technologies spacers allowed. Alternate AMS front sway bar permitted #SCCA-SBF02 EVO X, alternate rear sway bar permitted #SCCA-SBR02 EVO X. Max spring rate (F) 800 lbs/in, (R) 900 lbs/in. *AMS 2008+ Evo X FMIC Kit w/Logo/A0044A-2B allowed.*

T2-T4

1. #12536 (Harley Kaplan) Allow Adjustable Sway bar Links

Thank you for your request. Change 9.1.9.2.D.5.b.1: 1. Springs and anti-roll bar(s), shall remain as manufactured unless an alternate is listed on the vehicle specification line. Cars where air conditioning units have been removed shall refer additionally to Section D.3.b.1., above, for additional spring requirements. *If alternate sway bar(s) are listed on the specification line, adjustable end links are allowed. The length of the link must be within 1" +/- length of stock. No modifications are allowed to the mounting point(s) other than to accomplish attachment of link.*

2. #12864 (Jim Leithauser) Allow Alternate Control Arms

In T3, BMW Z4 M Coupe (2007), add to the specification line Notes as follows:

Euro manifold part #11 62 7 833 500 and 62 7 833 501 allowed. Turner springs permitted: front TMS600-10-250, rear TMS650-8-250; Ground control # MZ4Swaybar set permitted. 48mm flat plate restrictor required. Restrictor must be placed in the front of the factory engine air intake manifold opening. The plate must seal the opening so that all air entering passes through the restrictor. *E46 M3 front lower control arms allowed: 31122229453 left, 31122229454 right. May ream upright for installation of larger joint.*

3. #12870 (Touring Committee) Max Number of Springs

Thank you for your letter. In section 9.1.9.2.D.5.b.1, add the language as follows:

Springs and anti-roll bar(s), shall remain as manufactured unless an alternate is listed on the vehicle specification line. Cars where air conditioning units have been removed shall refer additionally to Section D.3.b.1., above, for additional spring requirements. *There may only be (1) rated spring per suspension corner. In addition to the main rated spring, there may be a "helper" spring on cars allowed a maximum spring rate on their spec line. Helper springs keep the main spring snug and feature a very soft rate, on the order of 10 lbs./in.*

T3

1. #11889 (David Mead) Allow CS Front Valance for Mustang V6

Thank you for your request. In the specification line for the T3 Ford Mustang V6 (11-13), add to the Notes: The following parts are allowed: Ford Accessories Spoiler #AR3Z-6344210-CA Rear Axle Cover #M-4033-K, Spring Kit #M-5300A (M-5310-A Front, M5560-A Rear), Strut Tower Brace #M-20201-S197, Swaybar Kit #M-5490, Jounce Bumper Kit # M-5570-A, Panhard Bar #M-4264-A, Rear Lower Control Arms #M-5649-R1, Rear Upper Shock Mount #M-18197-A. Boss 302R Steering EPAS Steering rack #M-3200-EPAS, Boss 302R/S ABS Module #M2353-C. 14" Brembo Brake Kit #M-2300-S permitted. Driveshaft from Alternate metallic driveshaft is allowed. Prothane front control arm bushings 6-220 and 6-218 and differential bushing 6-315 allowed. Cold air kit #JLT CAI-FMV6-11 permitted. *GT/CS Front Fascia #BR3Z- 17626-AA, GT/CS Rear Fascia #AR3Z-17F828-AA is permitted.*

2. #12837 (Martin L. Torrence) Allowable Parts Per GCR 2008 Mustang GT

Thank you for your request. Change the Notes in the specification line for the Ford Mustang Coupe GT & Shelby GT 4.6L (05-10): The following parts are allowed: Strut tower brace part #M20201-S197, Radiator #M-8005-S197, Ford Spring kit M-5300-K, sway bars M-5490-A, damper kit M-18000-A. A flat plate restrictor with two 40 mm holes required directly behind throttle body. *Rear Lower Control Arm Kit # M-5649-R1, Rear Shock Mount Kit # M-18197-A, Jounce Bumper Kit # M-5570-A, Front Strut Mount # M-18183-C allowed.*

T4

1. #12202 (Club Racing Board) Allow Removal of Catalytic Converter for Acura RSX

Thank you for your request. In T4, Acura RSX Type-S (02-06), add to the notes as follows:

The following items must remain stock: Catalytic converters, shock/struts (including mounts), original wheels, and transmission differential - unless specified below. Factory limited slip from 06-08 Civic Si, P/N 41200-PNT-003 permitted. Acura suspension #08W60-56M allowed. *Catalytic Converters may be removed.*

Taken Care Of

AS

1. #12528 (Jack Martin) Transmission Ratios

Thank you for your letter. Please see the response to letter #11678.

2. #12529 (Cheyne Daggett) Alternate Gears

Thank you for your letter. Please see the response to letter #11678.

3. #12532 (Christopher Childs) Limited Prep 5.0 Mustang
Thank you for your letter. Please see the response to letter #12347, Technical Bulletin.

4. #12534 (Dave Ours) Gear Ratios in AS
Thank you for your letter. Please see the response to letter #11678.

5. #12535 (Mark Muddiman) Transmission Gear Ratios
Thank you for your letter. Please see the response to letter #11678.

6. #12585 (Scott Schweitzer) #11678 Alternate Gear Sets for T-10 and Muncies
Thank you for your letter. Please see the response to letter #11678.

7. #12588 (Scott Olsen) Alternate Gear Sets
Thank you for your letter. Please see the response to letter #11678.

8. #12596 (Scott Sanda) Allow Lexan Windshields
Thank you for your request. Please see the response to letter #12478.

9. #12671 (Dean Bailey) Alternate Gearsets for A/S -- ITEM 11678
Thank you for your letter. Please see the response to letter #11678.

10. #12677 (Aaron Bailey) Request 11678
Thank you for your letter. Please see the response to letter #11678.

GT

1. #12257 (Peter Zekert) Opposes the GTL Consolidation
Thank you for your letter. Please see the response to letter #12100.

GT3

1. #11869 (Michael Cyphert) Response to Request of Mike Henderson for Alternate Rim/Tire Spec
Thank you for your letter. Please see the response to letter #11841.

2. #11870 (Mike Henderson) Proposed GT-3 Wheel/tire Option
Thank you for your letter. Please see the response to letter #11841.

3. #11871 (Collin Jackson) PROPOSED GT-3WHEEL/TIRE OPTION REQUEST - TRACKING #11841
Thank you for your letter. Please see the response to letter #11841.

4. #11875 (Michael Cyphert) Comment on Alternate GT3 Tire Rule
Thank you for your letter. Please see the response to letter #11841.

5. #11900 (Chris Howard) Allow up to 15x10 Inch Wheels in GT3
Thank you for your letter. Please see the response to letter #11841.

6. #11926 (Wolfgang Maike) Does Not Support Change in Wheel Size
Thank you for your letter. Please see the response to letter #11841.

7. #11938 (Richard Gray) GT3 Wheel Tire Rule
Thank you for your letter. Please see the response to letter #11841.

8. #12089 (Ralph Thuesen) Available Tires for GT3
Thank you for your letter. Please see the response to letter #11841.

9. #12100 (Mark Ward) Proposed GTL Changes
Thank you for your letter. The Board of Directors in their October 2013 meeting changed the response to letter #12068, September 2013 Fastrack Minutes to: "Should 2014 numbers reflect the resurgence of credible competition in GTL at Majors/Nationals, the CRB may request that the movement of the class to Regional status be held back." The CRB wishes to thank the approximately 80 letters from various classes for their feedback on this subject.

10. #12182 (Richard Gray) Opposes the GTL Consolidation
Thank you for your letter. Please see the response to letter #12100.

11. #12207 (Roger Welling) Opposition to GTL Consolidation Plan
Thank you for your letter. Please see the response to letter #12100.

12. #12248 (Ken Nelson) GTL Proposal - slowing GT3
Thank you for your letter. Please see the response to letter #12100.

13. #12568 (Bill Davis) Opposes Proposed GT3/GTL Merger
Thank you for your letter. Please see the response to letter #12100.

GTL

1. #12111 (Lawrence Banner) Consolidation
Thank you for your letter. Please see the response to letter #12100.

2. #12130 (Mark Meller) Don't Eliminate GTL
Thank you for your letter. Please see the response to letter #12100.

3. #12133 (Michael Collins) Oppose the Current Version of the GTL Consolidation
Thank you for your letter. Please see the response to letter #12100.

4. #12134 (Chris Doodson) Opposes the GTL and Prod Merge
Thank you for your letter. Please see the response to letter #12100.

5. #12157 (Curtis Wood) GTL FP Consolidation Concerns
Thank you for your letter. Please see the response to letter #12100.

6. #12168 (Gregory Nagy) Against Elimination of GTL
Thank you for your letter. Please see the response to letter #12100.

7. #12171 (Tom Wedel) Opposes the Consolidation of GTL
Thank you for your letter. Please see the response to letter #12100.

8. #12173 (Dick Gagliardi) Opposition to Proposed GTL Changes
Thank you for your letter. Please see the response to letter #12100.

9. #12174 (Dick Gagliardi) Opposition to Proposed GTL Changes
Thank you for your letter. Please see the response to letter #12100.

10. #12176 (Harold Flescher) Opposes GTL Consolidation
Thank you for your letter. Please see the response to letter #12100.

11. #12178 (Bryan Floyd) Supports GTL Merger
Thank you for your letter. Please see the response to letter #12100.

12. #12179 (Gordon Benson) Opposes the Elimination of GTL
Thank you for your letter. Please see the response to letter #12100.

13. #12198 (Dave Parker) Opposed to the GTL Consolidation
Thank you for your letter. Please see the response to letter #12100.

14. #12204 (David Vestrand) Opposes the GTL Consolidation
Thank you for your letter. Please see the response to letter #12100.

15. #12212 (TED Heinritz) Opposes Combining GTL with Prod Classes
Thank you for your letter. Please see the response to letter #12100.

16. #12244 (Kent Prather) Opposed to Consolidation of GTL
Thank you for your letter. Please see the response to letter #12100.

17. #12249 (Gregory Hotz) Opposes GTL Proposed Rule Changes
Thank you for your letter. Please see the response to letter #12100.

18. #12252 (Warren Montague) Opposes GTL Consolidation
Thank you for your letter. Please see the response to letter #12100.

19. #12253 (Chris Kopley) Opposes Consolidation of GTL
Thank you for your letter. Please see the response to letter #12100.
20. #12254 (Chris Riley) Opposes GTL Consolidation
Thank you for your letter. Please see the response to letter #12100.
21. #12255 (Lans Stout) Place GTL in Probationary Period
Thank you for your letter. Please see the response to letter #12100.
22. #12256 (Robert Adams) Opposes the GTL Consolidation
Thank you for your letter. Please see the response to letter #12100.
23. #12268 (William Pintric) GTL Status for 2014
Thank you for your letter. Please see the response to letter #12100.
24. #12270 (Charles Leonard) Opposes the GTL Consolidation
Thank you for your letter. Please see the response to letter #12100.
25. #12271 (Joe Harlan) Opposes the GTL Consolidation
Thank you for your letter. Please see the response to letter #12100.
26. #12272 (Ellen Leonard) Opposes the GTL Consolidation
Thank you for your letter. Please see the response to letter #12100.
27. #12274 (Bob Clark) Opposes Consolidation of GTL to Production
Thank you for your letter. Please see the response to letter #12100.
28. #12277 (Greg Socha) Opposes the GTL Consolidation
Thank you for your letter. Please see the response to letter #12100.
29. #12280 (Jamie Houseman) Opposed to the Proposed GTL Consolidation
Thank you for your letter. Please see the response to letter #12100.
30. #12284 (Paul Curry) GTL Extension and Rules Freeze
Thank you for your letter. Please see the response to letter #12100.
31. #12290 (Tom Feller) Opposes the GTL Consolidation
Thank you for your letter. Please see the response to letter #12100.
32. #12291 (Jim Dentici) Opposes the GTL consolidation
Thank you for your letter. Please see the response to letter #12100.
33. #12293 (Ron Bartell) Opposed to Eliminating GTL
Thank you for your letter. Please see the response to letter #12100.
34. #12296 (Michael MacQueen) GTL Consolidation Is a Bad Idea
Thank you for your letter. Please see the response to letter #12100.
35. #12302 (Kirk Olson) Opposition to GTL Consolidation
Thank you for your letter. Please see the response to letter #12100.
36. #12309 (James Hargrove) Opposes GTL Consolidation
Thank you for your letter. Please see the response to letter #12100.
37. #12321 (Jay Griffin) Opposes GT3/GTL Consolidation
Thank you for your letter. Please see the response to letter #12100.
38. #12325 (Paul Saltanis) Opposes GT3/GTL Consolidation
Thank you for your letter. Please see the response to letter #12100.
39. #12339 (Paul Mevoli) GTL Consolidation and Possible Probation Period
Thank you for your letter. Please see the response to letter #12100.

40. #12349 (Chris Howard) Opposes GTL Consolidation
Thank you for your letter. Please see the response to letter #12100.
41. #12353 (William Partridge) Request for GTL Class Extension
Thank you for your letter. Please see the response to letter #12100.
42. #12359 (Kyle Disque) Oppose GTL Consolidation
Thank you for your letter. Please see the response to letter #12100.
43. #12360 (Robert Lentz) Opposes Elimination of GTL as a Class
Thank you for your letter. Please see the response to letter #12100.
44. #12366 (Chris Schaafsma) Please Do Not Consolidate GTL Cars in to FP and HP
Thank you for your letter. Please see the response to letter #12100.
45. #12378 (Ron Wilcox) Supports GTL Proposal
Thank you for your letter. Please see the response to letter #12100.
46. #12379 (David Strittmatter) Against Changes to GTL
Thank you for your letter. Please see the response to letter #12100.
47. #12383 (Jonathan Goodale) Opposes GTL Combination
Thank you for your letter. Please see the response to letter #12100.
48. #12396 (Tom Brenza) Opposes GTL Combination
Thank you for your letter. Please see the response to letter #12100.
49. #12422 (Lawrence Banner) Consolidation Input
Thank you for your letter. Please see the response to letter #12100.
50. #12530 (Richard Barlow) Rescind Elimination of GTL
Thank you for your letter. Please see the response to letter #12100.

FP

1. #12150 (Les Chaney) AGAINST the GTL Consolidation
Thank you for your letter. Please see the response to letter #12100.
2. #12156 (Curtis Wood) GTL FP Consolidation Concerns
Thank you for your letter. Please see the response to letter #12100.
3. #12192 (Austin Britton) Against GTL into FP
Thank you for your letter. Please see the response to letter #12100.
4. #12653 (Jerome Hinkle) Opposed to Merging GTL and Production Classes
Thank you for your letter. Please see the response to letter #12100.

HP

1. #12102 (Jason Stine) Please Reconsider Consolidation of GTL into Production
Thank you for your letter. Please see the response to letter #12100.
2. #12129 (John Hewell) Please Reconsider Disbanding GTL
Thank you for your letter. Please see the response to letter #12100.
3. #12160 (Bob Hess) Combining Classes/ Eliminating GTL
Thank you for your letter. Please see the response to letter #12100.
4. #12413 (Kevin Brydebell) Opposes GTL
Thank you for your letter. Please see the response to letter #12100.

Production

1. #12103 (Douglas Christensen) Objection to Consolidation of GTL into the Production Car Class
Thank you for your letter. Please see the response to letter #12100.

2. #12124 (Eric Prill) Opposes Moving GTL into Production
Thank you for your letter. Please see the response to letter #12100.

3. #12147 (Jesse Prather) Opposes GTL into Production
Thank you for your letter. Please see the response to letter #12100.

4. #12180 (Ralf Lindow) Not in Favor of the GTL Move
Thank you for your letter. Please see the response to letter #12100.

5. #12297 (Matt Brannon) Class Consolidation Guidelines - GTL/FP/HP/GT3 Merge
Thank you for your letter. Please see the response to letter #12100.

6. #12298 (Matt Brannon) Class Consolidation and Elimination
Thank you for your letter. Please see the response to letter #12100.

7. #12583 (Philip Royle) DOT-Legal Tire Wheel Allowance
Thank you for your letter. Please see the response to letter #12096.

ST

1. #12370 (Greg Amy) Relocate the Alternate Rod Allowance
Thank you for your letter. Please see the response to letter #12578, Technical Bulletin.

STL

1. #12260 (Steven Ulbrik) 20 Valve 4AGE Engine Request
Thank you for your request. Please see the response to letter #12259, Technical Bulletin.

2. #12452 (Eric Heinrich) Car and Engine Eligibility Adjustments in STL 9.1.4.2.B.1
Thank you for your letter. Please see the response to letter #12498.

T1

1. #11638 (David Mead) Proper Restriction of Vipers in T1
Thank you for your letter. Please see the response to letter #12878, Technical Bulletin.

2. #11652 (David Mead) Letter 11638 Addendum
Thank you for your letter. Please see the response to letter #12878, Technical Bulletin.

3. #11910 (Jason Berkeley) Slow Crate (OEM) LS7 Powered Corvettes
Thank you for your letter. Please see the response to letter #12878, Technical Bulletin.

T2

1. #11949 (Todd Napieralski) T2 Competition Adjustment for C5 Corvette
Thank you for your letter. Please see the response to letter #12874, Technical Bulletin.

2. #11972 (John Buttermore) Balance Performance of new T2
Thank you for your letter. Please see the response to letter #12874, Technical Bulletin.

3. #12099 (Steven Glaab) EMERGENCY REQUEST: RECIPRICAL WEIGHT FOR C6
Thank you for your letter. Please see the response to letter #12874, Technical Bulletin.

4. #12113 (Don Harrington) C5 Weight Addition
Thank you for your letter. Please see the response to letter #12874, Technical Bulletin.

5. #12734 (David Caldwell) Chevrolet Racing Submission for 2014 T2 Camaro Changes
Thank you for your letter. Please see the response to letter #12874, Technical Bulletin.

6. #12740 (Todd Napieralski) T2 Camaro Competition Adjustment Request
TYFYL, The CRB has approved the following items you requested: Hotchkis sway bar, front and rear sway bar end links. The requested camber plates are already allowed in the class. Please see the response to letter #12874, Technical Bulletin.

7. #12824 (Todd Napieralski) 2010-14 Camaro SS/1LE Durability Request
Thank you for your request. The following requests are recommended for approval by the CRB:
Model year 2014

ZL1 brake kit
Power steering pump
Upper shock mount
World Challenge dry sump
LCA bracket

The following request is not recommended by the CRB:
Rear differential bushings
Bump steer kit

Please see the response to letter #12874, Technical Bulletin.

8. #12825 (Todd Napieralski) 2010 - 2014 Camaro SS/1LE Weight Reduction Request
Thank you for your letter. The doors requested are outside the Touring philosophy and were not approved by the CRB. The driveshaft you requested was approved by the CRB. Please see the response to letter #12874, Technical Bulletin.

9. #12826 (Todd Napieralski) 2010 - 14 Camaro SS/1LE Performance Improvements
Thank you for your request. Please see letter #12740.

10. #12828 (Michael Pettiford) 2002 Corvette Z06 restrictor plate size
Thank you for your letter. Please see the response to letter #12874, Technical Bulletin.

T2-T4

1. #12627 (Jim Rogaski) Allow alternate springs for the BMW Z4
Thank you for your letter. Please see the response to letter #12874, Technical Bulletin.

2. #12862 (Bill Seifert) Allow alternate Exhaust header
Thank you for your letter. Please see the response to letter #12874, Technical Bulletin, for changes to former SSC cars.

T3

1. #10763 (David Jones) In T3, Nissan 350Z Front Control Arm Approval for Legal Camber
Thank you for your letter. Please see the response to letter #10409, Technical Bulletin.

2. #11113 (Tim Myers) Allow SPL Front Camber Arms to Get Better Than 1.2 Degrees Negative Front Camber
Thank you for your letter. Please see the response to letter #10409, Technical Bulletin.

3. #11759 (Alan Kossof) Reduce Weight by 150lbs. or Reduce Restrictor for BMW M3
Thank you for your letter. Please see the response to letter #12878, Technical Bulletin.

4. #11904 (Richard Baldwin) Reduce Weight by 125lbs on Nissan 350 Z WITH DE MOTOR(Spec Z trim)
Thank you for your letter. Please see the response to letter #12874, Technical Bulletin.

5. #12551 (James Leithauser) Observation of the Class
Thank you for your letter. The CRB appreciates your feedback and recommends you see the response to letter #12874, Technical Bulletin.

6. #12803 (Chris Outzen) Nissan 350Z Weight Reduction
Please see the response to letter #12874. Only the 350Z DE has a weight reduction.

7. #12854 (Derek Kulach) 350Z DE Motor Allowance
Thank you for your letter. Please see the response to letter #12874.

8. #12866 (Jason Ott) Restrictor and Weight Reduction
Thank you for your letter. Please see the response to letter #12874, Technical Bulletin. Data from the 2013 Runoffs has shown there is potential in this car.

T4

1. #11296 (Joseph McClughan) Allow Aftermarket Headers for Mazda 3
Thank you for your letter. Please see the response to letter #12874, Technical Bulletin.

2. #12026 (James Ebben) Reduce the Weight of the RX8; Allow It to Use Any Coil Springs
Thank you for your letter. Please see the response to letter #12874, Technical Bulletin.

3. #12333 (Philip Royle) Allow Headers Ex-SSC cars

Thank you for your letter. Please see the response to letter #12874, Technical Bulletin.

4. #12511 (Philip Royle) SSC Cars Need Massive Allowances in T4

Thank you for your letter. Please see the response to letter #12874, Technical Bulletin.

5. #12518 (Stan Czacki) Adjustments 02-06 Acura RSX-Type S

Thank you for your letter. Please see the response to letter #12874, Technical Bulletin.

6. #12784 (Ed Barr) Request Weight Reduction for BRZ

Thank you for your letter. Please see the response to letter #12623, Technical Bulletin.

7. #12785 (Brian Husting) Cobalt SS Competition Adjustments

Thank you for your letter. Please see the response to letter #12874 for adjustments to former SSC cars.

8. #12851 (Steven Christopher) Migration of Former SSC cars and Competitors to T4

Thank you for your letter. Please see the response to letter #12874, Technical Bulletin, for changes to former SSC cars.

What Do You Think

AS

1. #12478 (Cheyne Daggett) Allow Lexan windows in AS

The Club Racing Board and American Sedan Advisory Committee seek your input on allowing Lexan-type rear hatches for all American Sedan cars. The proposal is for 1/8" thick units. Also, for Mustangs, should the side windows be included as part of the proposal? Please send your comments through the CRB letter system, crbscca.com.

2. #13006 (American Sedan Committee) Should the Spec Mustang Become Part of American Sedan?

The Club Racing Board and the American Sedan Advisory Committee seek your input on allowing the Spec Mustang, currently running in the San Francisco Region, to be classified in American Sedan, Restricted Preparation. The model years for the specification line are 2005-2009. American Sedan has a specification line for those model years below:

Ford Mustang Coupe GT 4.6L (05-09/10) Restricted Prep.	107.1	3.38, 2.00, 1.32, 1.00, 0.68	(F) 335 316/355 Vented Disc (R) 300 Vented Disc	3250	Max. Wheel Size: 17-x-9.5. Stock brakes <i>or alternate Ford 14" Brembo Brake (Ford Racing Kit #M-2300-S)</i> must be retained when using authorized wheels larger than 16 x 8. Installation of ASedan specification brakes requires the use of 16 x 8 wheels. <i>Cold Air Intake, Ford Racing Part M-9603-M463 is permitted. Replacement exhaust manifolds, or "headers," may be used. Cylinder head mounting flange(s) shall be no thicker than 0.375 inch, and tubing diameter shall be no greater than 1.625 inch O.D., measured at any tube location one (1) inch from the flange to the collector.</i>
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The Spec Mustang would become a Restricted Preparation American Sedan car with a specification line similar to the above line, with the following changes for the Spec Mustang only:

Rear coilover springs allowed.

Stoptech STR40 brake kit with 355 mm 2-piece rotors allowed.

Existing (no new builds) cars with Miller heritage (identifying numbers would be provided if this change is approved) would be allowed the Ford part #8R3Z-7003-AC 6 speed transmission with the following gear ratios: 2.97, 1.78, 1.30, 1.00, .80, .63.

1.75" primary tube headers allowed.

18X10.5 maximum wheel size.

Maximum tire size 295.

ITS

1. #11724 (Willie Phee) Classify Acura TSX in ITS

The CRB requests member feedback for this question. Please submit letters to crbscca.com. Should the 04-08 Acura TSX remain as currently classified in ITR at 2760 lbs or be moved to ITS at a weight of 3175 lbs?

RESUMES

1. #12335 (Harley Kaplan) Resume for Harley Kaplan

Thank you for your resume. Mr. Kaplan has been accepted on the Touring Advisory Committee.

2. #12481 (Tim Myers) Resume for Touring Advisory Committee

Thank you for your resume. Mr. Myers has been accepted on the Touring Advisory Committee.

CLUB RACING TECHNICAL BULLETIN

DATE: November 20, 2013

NUMBER: TB 13-12

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 11/29/2013 unless otherwise noted.

American Sedan

AS

1. #12347 (Cheyne Daggett) Change the Weight and Restrictor of the Mustang

In AS, Ford Mustang Coupe GT 5.0L (11-13) Restricted Prep, change the language as follows:

Ford Mustang Coupe GT 5.0L (11-13) Restricted Prep.	107.1	3.66, 2.43, 1.69, 1.32, 1.00, 0.65	(F) 335/355 Vented Disc (R) 300 Vented Disc	275 Tire: 3600 3500 295 Tire: 3650 3550	Max. Wheel Size: 18 x 10. Stock brakes or alternate Ford 14" Brembo Brake (Ford Racing Kit #M-2300-S) must be retained when using authorized wheels larger than 16 x 8. Installation of ASedan specification brakes requires the use of 16 x 8 wheels. 50 54 mm flat plate restrictor required.
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2. #12696 (Club Racing Board) Reduce Weight for 99-02 AS Mustang Cobra Restricted Preparation

In AS, Ford Mustang Cobra (99-02) Restricted Prep, change the weight as follows:

~~3400~~ **3300**.

3. #12789 (American Sedan Committee) Change the Weight and Restrictor 10-13 Rest. Prep Camaro

In AS, Chevrolet Camaro SS (V8) (10-13) Restricted Prep., change the language as follows:

Chevrolet Camaro SS (V8) (10-13) Restricted Prep.	112.3	3.01, 2.07, 1.43, 1.0, .84, .57	(F) 355 mm X 32.1mm Vented Disc (R) 300 mm X 19.2 Vented Disc	275 Tire: 3700 3600 295 Tire: 3750 3650	Max wheel size 20 X 10. Stock brakes must be retained when using authorized wheels larger than 16 X 8. Installation of ASedan specification brakes requires the use of 16 X 8 wheels. 50 54 mm flat plate restrictor required.
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B-Spec

1. #12883 (Club Racing Board) Yaris Update for 2014

In B-Spec, Toyota Yaris (07-12), add to the spec line as follows:

Weight: ~~2420~~ **2500**

Notes: *PTR04-52061 TRD Sport Shocks, PTR11-52070 TRD Spring Kit*

Formula/Sports Racer

FV

1. #12604 (Stevan Davis) Change required in Sept Fastrack rules proposal

In section 9.1.1.C.9.Q, change the language as follows:

"Bodywork shall be defined as all panels external to the chassis/frame and licked directly by the air stream. This includes the floor pan. All bodywork shall be ~~rigidly~~ **securely** attached to the chassis and shall not move relative to the chassis while the car is in operation. For the purposes of this definition, the rigid portion of the front beam is considered part of the chassis/frame."

GCR

1. #12788 (SCCA Staff) Add tires to GTA Rules

In appendix TBD, GTA Rules VII.B, change the language as follows:

~~Before the beginning of each season SCCA will contact tire manufacturers to determine what tire model(s) they plan to make available to class competitors during the coming season. Once specified, only those spec tires may be used during that season.~~ All four tires on the car at any time must be the same model number. Tires will be specified by manufacturer and part number.

Allowed Tires:
 Hoosier 3035
 Hoosier 3045
 Race Tires America American Racer EC-84
 Race tires America American Racer EC-85 (until 7/01/14)
 Goodyear D2902
 Goodyear 2560 (until 7/01/14)

Grand Touring
GT2

1. #12570 (SCCA Staff) Add Corvette wing width to ST Corvette
 In GT2/ST chassis specific notes for Corvette Z06 cars, add the dimension as follows:
 "...rear wing (p/n:C6R-1272; **72.25 inches wide including endplates/fasteners**) may be used."

2. #12714 (Michael Sullivan) Parity in GT2
 In GT2/ST, Cadillac CTS/ CTS-V Chevrolet Camaro Chevrolet Corvette Pontiac Fiero Pontiac Firebird Pontiac GTO Pontiac Solstice, change the spec line as follows:

Cadillac CTS/ CTS-V Chevrolet Camaro Chevrolet Corvette Pontiac Fiero Pontiac Firebird Pontiac GTO Pontiac Solstice				
	5733	2950		GM V-8 engines with OEM specs 4.00" bore x 3.48" stroke; e.g., LT1, LT4, L98, etc
	6178	3150		GM LT1/LT4/L98 (only), with alternate 3.75" stroke crankshaft. Max stroke 3.75", max bore 4.04".
	5665	2950		GM LS1, LS6
	5967	3240		GM LS2. May use the LSX cast iron block with OEM LS2 bore and stroke.
	6162	3110		Stock OEM LS3. Maximum camshaft lift: intake 8.24 mm, exhaust 7.77mm; rocker arm ratio 1.70:1; maximum compression ratio 10.7:1; cylinder heads must be as delivered from the factory.
	6162	3350		GM LS3
	7011	3300	75mm flat plate or 45mm SIR	GM LS7
	7011	3500	80mm flat plate	GM LS7
	Chassis-specific notes: Camaro/Firebird: Aftermarket K members are permitted. Corvette: The top 12 inches of the firewall must be covered with metal or reflective heat shielding material. The OE firewall may also be replaced with a metal panel running between the A-pillars. For Chevrolet Corvette Z06, carbon fiber lip, APR performance part number FA-208026 is permitted. World Challenge body work for C6 Corvette Advanced Composite Products: Deck lid (p/n:C6/A0028), door (RH) (p/n:C6/A0030), door (LH) (p/n:C6/A0031), front fascia (p/n:C6/A0001), rear fascia (p/n:C6/A0011), rear fender (LH)(p/n:C6/A0009), rear fender (RH)(p/n:C6/A0010), front fender (LH)(p/n:C6/A00-L), front fender (RH)(p/n:C6/A00-R), left front mounting rail (p/n:C5A0015-L), right front mounting rail (p/n:C5A0015-R), headlight mounting panel (LH)(p/n:C6/A0018-L), headlight mounting panel (RH)(p/n:C6/A0018-R), headlight cover (RH)(p/n:C6/A0040-WC), headlight cover (LH)(p/n:C6/A0041-WC), hood (p/n:C6/A0021), instrument panel (p/n:C6/A0032), roof (p/n:C6/A0027), rocker (LH)(p/n:C6/A0005), rocker (RH)(p/n:C6/A0006), rear spoiler (C6/A00013), front under tray (p/n:C6/A0022), rear wing (p/n:C6R-1272) may be used. Note: the max width of the front fascia and splitter is 1930mm (76") edge-to-edge as measured across the bottom of the splitter. Pontiac Solstice: May use hardtop GM PCS-0664 or equivalent aftermarket. May compete with stock fuel tank.			

In GT2/ST, add the Chevrolet Corvette spec line as follows:

<i>Chevrolet Corvette</i>				
	5733	2950		GM V-8 engines with OEM specs 4.00" bore x 3.48" stroke; e.g., LT1, LT4, L98, etc
	6178	3150		GM LT1/LT4/L98 (only), with alternate 3.75" stroke crankshaft. Max stroke 3.75", max bore 4.04".
	5665	2950	70mm Flat Plate	GM LS1, LS6
	5967	3240	75mm Flat Plate	GM LS2. May use the LSX cast iron block with OEM LS2 bore and stroke.
	6162	3110	74mm Flat Plate	Stock OEM LS3. Maximum camshaft lift: intake 8.24 mm, exhaust 7.77mm; rocker arm ratio 1.70:1; maximum compression ratio 10.7:1; cylinder heads must be as delivered from the factory.
	6162	3350	71mm Flat Plate	GM LS3
	7011	3300	65mm flat plate or 45mm SIR	GM LS7
	7011	3500	70mm flat plate	GM LS7
	<p>Corvette: The top 12 inches of the firewall must be covered with metal or reflective heat shielding material. The OE firewall may also be replaced with a metal panel running between the A-pillars. For Chevrolet Corvette Z06, carbon fiber lip, APR performance part number FA-208026 is permitted. World Challenge body work for C6 Corvette Advanced Composite Products: Deck lid (p/n:C6/A0028), door (RH) (p/n:C6/A0030), door (LH) (p/n:C6/A0031), front fascia (p/n:C6/A0001), rear fascia (p/n:C6/A0011), rear fender (LH)(p/n:C6/A0009), rear fender (RH)(p/n:C6/A0010), front fender (LH)(p/n:C6/A00-L), front fender (RH)(p/n:C6/A00-R), left front mounting rail (p/n:C5A0015-L), right front mounting rail (p/n:C5A0015-R), headlight mounting panel (LH) (p/n:C6/A0018-L), headlight mounting panel (RH)(p/n:C6/A0018-R), headlight cover (RH)(p/n:C6/A0040-WC), headlight cover (LH)(p/n:C6/A0041-WC), hood (p/n:C6/A0021), instrument panel (p/n:C6/A0032), roof (p/n:C6/A0027), rocker (LH)(p/n:C6/A0005), rocker (RH)(p/n:C6/A0006), rear spoiler (C6/A00013), front under tray (p/n:C6/A0022), rear wing (p/n:C6R-1272) may be used. Note: the max width of the front fascia and splitter is 1930mm (76") edge-to-edge as measured across the bottom of the splitter.</p>			

Improved Touring

ITA

1. #12343 (Robert Powell) Classify the 1999 Honda Civic EX / Sedan
 In ITA, Honda Civic EX Coupe (96-00), change the spec line as follows:
 Honda Civic EX Coupe/*Sedan* (96-00)

ITR

1. #11735 (Ricardo Velez) Classify the BMW 535i in IT
 In ITR, Classify the BMW 535i (E34) (89-93) as follows:

ITR	Engine Type	Bore x Stroke (mm) / Displ (cc)	Valves IN & Ex (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes
<i>BMW 535i (E34) (89-93)</i>	<i>6 Cyl DOHC</i>	<i>92 x 86 3430</i>	<i>(I) 46.4 (E) 37.6</i>	<i>9.0</i>	<i>108.7</i>	<i>15</i>	<i>3.83, 2.20, 1.40, 1.00, 0.81</i>	<i>(F) 302 Vented Disc (R) 300 Vented Disc</i>	<i>2925</i>	

ITS

1. #11608 (dave kutney) Classify 2007 Pontiac Solstice 2.4 in ITS
 In ITS, Pontiac Solstice (2006), change the spec line as follows:
 Pontiac Solstice (2006) (06-07)

Production

EP

1. #12580 classify 944S2 in EP
 In EP, classify the Porsche 944S2 as follows:

EP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Stroke mm.(in.)	Displ. cc./ (ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/(in.)
Porsche 944S2 (89-91)	2	2675 * 2742 ** 2809	4 Cyl. DOHC	4.09"x3.46"	182.4 c.i.	Alum	Alum	(I) 1.52" (E) 1.48"	Fuel injection	94.5"	62.4"/61.3"

EP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/ (in.)	Notes:
Porsche 944S2 (89-91)	18x8 17x8.5	5	(F) 11.73" vented (R) 11.77" vented		Comp. Ratio limited to 12.0:1, Valve lift limited to .500", Dry sump is allowed

2. #12602 (james malone) Allow larger throttle body for Porsche 944s
 In EP, Porsche 944S (87-88), change the weights as follows:
 2550 *2614 **2678 2500 *2563 **2625

3. #12722 (Mark McCaughey) Classify the 00-05 Toyota Celica GTS
 In EP, classify the Toyota Celica GTS (00-05) as follows:

EP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Stroke mm.(in.)	Displ. cc./ (ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/ (in.)
Toyota Celica GTS (00-05)	2	2100 * 2153 ** 2205	4 Cyl. DOHC	3.23"x3.35"	109.5 c.i.	Alum	Alum	(I) 1.27" (E) 1.08"	Fuel injection	102.4"	62.9"/62.5"

EP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/ (in.)	Notes:
Toyota Celica GTS (00-05)	15x7	6	(F) 10.7" vented (R) 10.5" solid		Comp. Ratio limited to 12.0:1, Valve lift limited to .500"

FP

1. #12003 (SCCA Staff) Classify the 84-87 BMW 325e/es 2 and 4 door in FP
 In FP, classify the BMW 325e/es (84-87) as follows:

FP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Stroke mm.(in.)	Displ. cc./ (ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/ (in.)
BMW 325e/es (84-87)	2	2555 * 2619 ** 2683	4 Cyl. OHC	3.35"x3.19"	164.7 c.i.	Iron	Alum	(I) 1.58" (E) 1.34"	Fuel injection Throttle Bore 2.17"	101"	59.6"/59.9"

FP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/ (in.)	Notes:
BMW 325e/es (84-87)	15x7	5	(F) 11.3x.91" vented (R) 11.02" solid		Comp. Ratio limited to 11.0:1, Valve lift limited to .450", Truck mounted fuel cell allowed.

2. #12303 (michael kamalian) Allow the 90-97 Miata to use the 1.6L engine.
 In FP, Mazda Miata 1.6L (90-93), change the spec line as follows:
 Mazda Miata 1.6L (~~90-93~~) (90-97)

Spec Miata
 None.

Super Touring
ST

1. #12578 (John Bauer) Discuss the 15 gram connecting rod allowance
 In section 9.1.4.G.3, change the language as follows:
 "The crankshaft shall be a stock OEM part or an aftermarket part as long as it is of identical dimensions and material as the OEM part for the specific engine. The crankshaft may be balanced. The maximum weight reduction allowance for balancing of the crankshaft is 0.5 lbs. ~~The maximum weight reduction allowance for the balancing of the reciprocating assembly is 15 grams.~~ Alternate connecting rods are permitted, but must be ferrous unless OEM supplied. Alternate connecting rods are permitted, but must be ferrous unless OEM supplied."

In ST, section 9.1.4.G, add new sub-section 4 as follows:
Alternate connecting rods are permitted, but must be ferrous unless OEM supplied.
 Re-number following sub-sections

2. #12782 (Eric Heinrich) Request classification of 2.0L BMW S14 engine in STL and STU
 In STU, Table A, add the spec line as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>BMW S14B20</i>	<i>1990</i>	<i>Chart</i>	<i>Must meet all STU engine regulations</i>

In STL, Table A, add the spec line as follows:

STL	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>BMW S14B20</i>	<i>1990</i>	<i>Chart + 2%</i>	<i>Must meet all STL engine regulations</i>

STL

1. #12259 (Steven Ulbrik) 20 Valve 4AGE Engine Request
 In STL, Table A, classify the Toyota 4AGE as follows:

STL	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>Toyota 20 Valve 4AGE (Black / Silver Top)</i>	<i>1600</i>	<i>Chart + 2%</i>	<i>Must meet all STL engine regulations.</i>

2. #12447 (Eric Heinrich) Adjust STL rwd weight adder from 3.5% to 10%
 In section 9.1.4.2.H.3, change the language as follows:
 Rear wheel drive cars in STL must add ~~3.5~~ *5.5* percent to their standard STL weight.

3. #12498 (Greg Amy) Please De-list Mazda Renesis Engine from STL
 In STL, Table A, Mazda Renesis, change the spec line as follows:

STL	Maximum Displacement (cc's)	Minimum Weight	Notes
Mazda Renesis	NA	2970 <i>2870</i>	No porting or port matching is permitted. <i>45mm Flat Plate restrictor required</i>

4. #12655 (Super Touring Committee) STL Clutch Size E&O

In section 9.1.4.G.23, change the language as follows:

“Alternate flywheels ~~and clutches~~ are permitted. Flywheel material shall be ferrous or aluminum and the ring gear diameter must be the same as the OEM flywheel. ~~Clutch and pressure plate design is free~~, however carbon clutches are not permitted.”

In section 9.1.4.1.B, add section 9 as follows:

Clutch and pressure plate is free. Carbon clutch components are prohibited.

In section 9.1.4.2.B, add section 7 as follows:

Any clutch disc and pressure plate of oem diameter may be used. Carbon clutch components are prohibited.

5. #12885 (Super Touring Committee) Add Flat Plates to K20 Honda and MZR Mazda

In STL, Honda K20Z3, change the spec line as follows:

STL	Maximum Displacement (cc's)	Minimum Weight	Notes
Honda K20Z3		See Chart	Honda throttle body # 16400-RAA-A130 and Karcepts adaptor # KIM01 may be used. <i>50mm Flat Plate restrictor required.</i>

In STL, classify the Mazda MZR as follows:

STL	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>Mazda MZR</i>		<i>See Chart</i>	<i>55mm Flat Plate restrictor required.</i>

STU

1. #12434 (Eric Heinrich) Change alternate vehicle allowances table to include restrictions

In STU, Table A, change the language as follows:

Table A: Alternate Vehicle and Engine Allowances/*Requirements*

In STL, Table A, change the language as follows:

Table A: Alternate Vehicle and Engine Allowances / *Requirements*

In STU, Mini Cooper S SC, change the spec line notes as follows:

JCW Pulley permitted, ~~injectors open~~.

In STU, Pontiac Solstice/Saturn Sky, change the spec line as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
Pontiac Solstice/ Saturn Sky	2400	2820 <i>Chart</i>	May use hardtop GM PCS-0664 or equivalent aftermarket. May compete with stock fuel tank. 34mm-TIR required.

In STU, classify the GM Ecotech LNF engine as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>GM Ecotech LNF</i>	2000	2820	<i>34mm TIR required. FWD applications may use TIR chart.</i>

2. #12437 (Eric Heinrich) Remove allowance for Lotus. to use alternate supercharger pulley.

In STU, Lotus Elise SC/ Lotus Exige SC, change the spec line notes as follows:

"Minimum 2.7" **2.9" Super Charger** pulley, open injectors; OEM camshaft at 2400 lbs. Stock ~~SG~~ **Super Charger** pulley and injectors permitted at 2200 lbs."

3. #12839 (Super Touring Committee) Class W/C Ford Focus
 In STU, section 9.1.4.2 Table B, add the spec line as follows:

Make and Model	Min. Weight (lbs.)	Required Flat Plate Restrictor (mm)	Notes:
<i>Ford Focus Coupe</i>	<i>2677</i>	-	

Touring

T1

1. #12569 (SCCA Staff) Add corvette wing width to spec line
 In T1 chassis specific notes for Corvette Z06 cars, add the dimension as follows:
 "...rear wing (p/n:C6R-1272; **72.25 inches wide**) may be used."

2. #12878 (Club Racing Board) 2014 T1 Spec lines

In T1, separate the Notes column into Engine Notes and Chassis Notes, add a limited preparation spec line, and make changes as follows:

Note: Engine Displacements in this table are nominal. Each competitor shall have available definitive documentation (e.g., factory manual) of the original displacement for the engine used.					Chassis Notes
T1	Maximum Displacement	Minimum Weight	Restrictor	Engine Notes	
Acura CL	3500	2750 3000			
Acura NSX	3000	2650 3000		Super-charger permitted. Zero Force Body Kit by Kawagen Route permitted.	
Acura NSX Turbo	3500	2750 3100	(2) 35 28 mm TIR		
Acura NSX Turbo World Challenge	3500	3000	(2) 28mm TIR	Driving ambitions turbo kit- Part #DA-1000. Comp turbo #ct-4372. Turbo inlet restrictor of 44 mm is required.	
Aston Martin DB9	6000	3300			
Aston Martin GT 4	4700	2900 3300			
Aston Martin Vantage N24 (07-08)	4280	2800 3400			
Aston Martin Vantage	6000	3300			
Audi R8	5200	3200	35mm	Must meet February 2012 Grand Am Specs. Must meet 9.1.4.P.1 for tire requirements.	
Audi S4 (97-02)	2700	3000 3200	(2) 32mm TIR	Twin K04 turbos permitted.	
BMW E46 M3 & E36 / BMW Z3	3200	2600		The 3.4L (87.0 bore x 93.0 stroke) engine is permitted at 2650 lbs. The M5 5.0L is permitted at 3000 lbs. 4.0L V8 permitted at 3100 lbs.	<i>Pennon Fender flares allowed. Flossman body kit is permitted</i>
BMW E46 M3	3200	2850		Dinan supercharger kit part #D860-3101C / With R865-3120 pulley required.	
	4000	3200 3100			
	5000 (V8 only)	3500			

Note: Engine Displacements in this table are nominal. Each competitor shall have available definitive documentation (e.g., factory manual) of the original displacement for the engine used.					
T1	Maximum Displacement	Minimum Weight	Restrictor	Engine Notes	Chassis Notes
BMW 335ci/135i	2679	3000		Must use stock turbochargers.	
BMW M3 E92 (08-09)	3999	3200 3150			
<i>Chevrolet Cobalt</i> Pontiac Fiero Pontiac Solstice <i>Saturn Sky</i>	1998	3000 2800	44mm TIR	GM Ecotec LNF. Alternate Turbo permitted.	<i>May use hardtop GM PCS-0664 or equivalent aftermarket. May compete with stock fuel tank.</i>
Cadillac CTS/CTS-V Chevrolet Camaro Chevrolet Corvette Pontiac Fiero Pontiac Firebird Pontiac Firebird Pontiac GTO Pontiac Solstice	4999	2620 2900		GM V-8 engines with OEM specs 3.735" bore x 3.4803" stroke.	<i>Aftermarket K members are permitted.</i>
	5733	3135 3200		GM V-8 engines with OEM specs 4.00" bore x 3.75" stroke; e.g., LT1, LT4, L98, etc	<i>Aftermarket K members are permitted.</i>
	6178	3335 3400		GM LT1/LT4/L98 (only), with alternate 3.75" stroke crankshaft. Max stroke 3.75", max bore 4.04".	<i>Aftermarket K members are permitted.</i>
	5665	3135 3450		GM LS1, LS6	<i>Aftermarket K members are permitted.</i>
	5967	3400 3450		GM LS2. May use the LSX cast iron block with OEM LS2 bore and stroke.	<i>Aftermarket K members are permitted.</i>
	5967 OEM	3200 3450		Stock OEM LS2. OEM valve lift and compression. Cylinder heads must be as delivered from the factory.	<i>Aftermarket K members are permitted.</i>
	6162 OEM	3275 3500		Stock OEM LS3. Maximum camshaft lift: intake 8.24 mm, exhaust 7.77mm; rocker arm ratio 1.70:1; maximum compression ratio 10.7:1; cylinder heads must be as delivered from the factory.	<i>Aftermarket K members are permitted.</i>
	6162	3350 3550	75 67mm Flat Plate	GM LS3	<i>Aftermarket K members are permitted.</i>
	7011 OEM	3350 3550	75 65mm flat plate or 45mm SIR	Stock OEM LS7. OEM valve lift and compression. Cylinder heads must be as delivered from the factory.	<i>Aftermarket K members are permitted.</i>
	7011	3400 3550	65 60mm flat plate	GM LS7	<i>Aftermarket K members are permitted.</i>

Note: Engine Displacements in this table are nominal. Each competitor shall have available definitive documentation (e.g., factory manual) of the original displacement for the engine used.					
T1	Maximum Displacement	Minimum Weight	Restrictor	Engine Notes	Chassis Notes
Chevrolet Corvette	4999	2620 3200		GM V-8 engines with OEM specs 3.735" bore x 3.4803" stroke.	The top 12 inches of the firewall must be covered with metal or reflective heat shielding material. The OE firewall may also be replaced with a metal panel running between the A-pillars. For Chevrolet Corvette Z06, carbon fiber lip, APR performance part number FA-208026 is permitted. <i>World Challenge body work for C6 Corvette Advanced Composite</i> <i>Products: Deck lid (p/n:C6/A0028), door (RH) (p/n:C6/A0030), door (LH) (p/n:C6/A0031), front fascia (p/n:C6/A0001), rear fascia (p/n:C6/A0011), rear fender (LH) (p/n:C6/A0009), rear fender (RH)(p/n:C6/A0010), front fender (LH)(p/n:C6/A00-L), front fender (RH)(p/n:C6/A00-R), left front mounting rail (p/n:C5A0015-L), right front mounting rail (p/n:C5A0015-R), headlight mounting panel (LH) (p/n:C6/A0018-L), headlight mounting panel (RH) (p/n:C6/A0018-R), headlight cover (RH)(p/n:C6/A0040-WC), headlight cover (LH)(p/n:C6/A0041-WC), hood (p/n:C6/A0021), instrument panel (p/n:C6/A0032), roof (p/n:C6/A0027), rocker (LH)(p/n:C6/A0005), rocker (RH)(p/n:C6/A0006), rear spoiler (C6/A00013), front under tray (p/n:C6/A0022), rear wing (p/n:C6R-1272) may be used. Note: the max width of the front fascia and splitter is 1930mm (76") edge-to-edge as measured across the bottom of the splitter. Non OEM rear wing / splitter reduce restrictor by 5 mm.</i>
	5733	3135 3300		GM V-8 engines with OEM specs 4.00" bore x 3.75" stroke; e.g., LT1, LT4, L98, etc	
	6178	3335		GM LT1/LT4/L98 (only), with alternate 3.75" stroke crankshaft. Max stroke 3.75", max bore 4.04".	
	5665	3135 3300	65mm Flat Plate	GM LS1, LS6	
	5967	3400	65mm Flat Plate	GM LS2. May use the LSX cast iron block with OEM LS2 bore and stroke.	
	5967 OEM	3200 3250		Stock OEM LS2. OEM valve lift and compression. Cylinder heads must be as delivered from the factory.	
	6162 OEM	3275	67 mm flat plate	Stock OEM LS3. Maximum camshaft lift: intake 8.24 mm, exhaust 7.77mm; rocker arm ratio 1.70:1; maximum compression ratio 10.7:1; cylinder heads must be as delivered from the factory.	
	6162	3350	75 61mm Flat Plate	GM LS3	
	7011 OEM	3350	75 60mm flat plate or 45 40mm SIR	Stock OEM LS7. OEM valve lift and compression. Cylinder heads must be as delivered from the factory.	
7011	3400	65 53mm flat plate	GM LS7		
Dodge Neon SRT-4	2400	2900 2800	44mm TIR	Alternate Turbo Allowed	
Dodge Viper, incl. Comp Coupe, ACR/ACR-X	7990	3400	50mm flat plate		OEM fuel tank may be used.

Note: Engine Displacements in this table are nominal. Each competitor shall have available definitive documentation (e.g., factory manual) of the original displacement for the engine used.					
T1	Maximum Displacement	Minimum Weight	Restrictor	Engine Notes	Chassis Notes
Dodge Viper, incl. Comp Coupe, ACR/ACR-X	8000	3400 3500	46 mm flat plate		OEM fuel tank may be used.
	8300	3550	(2) 53 33mm flat plates		
	8300 OEM	3420 3550	(2) 60 37mm flat plates	Stock OEM engine. Engine long block, valve train, and intake system must meet stock, shop manual specifications.	
	8400	3650	(2) 53 30mm flat plates		
	8400 OEM	3520 3550	(2) 60 35mm flat plates	Stock OEM engine. Engine long block, valve train, and intake system must meet stock, shop manual specifications.	
Ferrari 355	3500	2780 2900			
Ferrari 360	3600	2780 3000	65 mm flat plate		
Ferrari 430	4310	3500 3400	52 mm flat plate		Kessel 430 GT3 front fenders, hood and bumper permitted; if installed, single radiator is permitted. Must conform to 9.1.4.F.7. <i>Non-OEM rear wing / splitter reduce restrictor by 5 mm.</i>
Ferrari 430 Challenge	4310	3020 3450	52 mm flat plate	Must be prepared to the 2006 Ferrari Challenge engine and transmission specifications;	DOT tires per 9.1.4.P.1; weight as specified; side windows must be removed; OEM carbon brakes or the Ferrari steel brakes from the 360 Challenge car (F 355 x 32 vented disc, R 330 x 18 vented disc) are permitted; If 18 inch "360" brakes are used, 18 inch wheels are permitted; 19 inch Ferrari Challenge wheels as delivered from factory permitted. <i>Non-OEM rear wing / splitter reduce restrictor by 5 mm.</i>
Ford Mustang/ <i>Ford Mustang Challenge/</i> Thunderbird	4600	2800			Aftermarket K members are permitted. OEM independent rear suspension is permitted.
<i>Ford Mustang/Thunderbird ("Cobra Jet" engine)</i>	5000	3260 3360			<i>Aftermarket K members are permitted. OEM independent rear suspension is permitted.</i>

Note: Engine Displacements in this table are nominal. Each competitor shall have available definitive documentation (e.g., factory manual) of the original displacement for the engine used.					
T1	Maximum Displacement	Minimum Weight	Restrictor	Engine Notes	Chassis Notes
Ford 4.0L V6	4000	2800 3000		Rotrex C38-81 supercharger permitted.	
Ford 5.0L "Cammer"/ "Coyote engine	5000	3000 3500		"Boss" intake manifold permitted.	
Ford Mustang/ Thunderbird (pushrod)	5000	2550 2850		Aftermarket K members are permitted. OEM independent rear suspension is permitted.	
Ford Mustang/ Thunderbird (Boss 302)	5000	3260 3550		Allow Laguna Seca intake manifold and throttle body. OEM independent rear suspension is permitted.	
Ford Mustang/ Thunderbird	5400	2900 3000		Aftermarket K members are permitted. OEM independent rear suspension is permitted.	
Ford Mustang/ Thunderbird	5800	3120			Aftermarket K members are permitted. OEM independent rear suspension is permitted.
Honda S2000	2400	2600	40 mm TIR required with turbo configuration	Supercharger permitted. Precision Turbo 505-5858b/505-5558b or Garrett Turbo 803713-1/803712-1 permitted, SST racing exhaust manifold #s2kman-rr, SST racing intercooler pipe kit #s2kicp-rr, SST racing down pipe #s2kdp-rr permitted.	ASM fiberglass fenders, ASM-AP100005 and ASM-AP100006 permitted. ASM fiberglass rear bumper ASM-AP100167 permitted.
Lotus 211/Exige/ Elise	3500	2450			
Lotus2-Eleven GT4 Supersport	1800	2100 2300			
Maserati Trofeo Light	4244	2900			
Mazda RX-7		2750		OEM Twin Turbo Charger with no restrictor or any turbo charger with 44mm Turbo Inlet Restrictor permitted.	
Mazda Miata MazdaSpeed	2300	2400	38 mm TIR	Garret GT3076 Turbo Allowed.	
Mazda RX-7 20B		2950 2700		Engine may be Street Ported; contact SCCA Technical Services for details.	
Mistubishi/ DSM	2000	3000		Alternate Turbo permitted. 4G63 block with MD346026 crank allowed resulting in 2324cc displacement allowed.	
Mitsubishi/ DSM	2400	3000		Alternate Turbo permitted.	
Mitsubishi Evo/ DSM	3000	2900		OEM Twin Turbo Charged required.	
Nissan GTR	3800	3520	(2) 35 28mm TIR	Must use OEM GTR twin turbochargers.	

Note: Engine Displacements in this table are nominal. Each competitor shall have available definitive documentation (e.g., factory manual) of the original displacement for the engine used.					Chassis Notes
T1	Maximum Displacement	Minimum Weight	Restrictor	Engine Notes	
Nissan 350/370Z	3800	3520	(2) 35 28mm TIR	Must use OEM GTR twin turbochargers.	
Nissan 300ZX	3000	3000		OEM Twin Turbo Charged required.	
Nissan 350Z	3500	2450			
Nissan 350Z/370Z	3700	2600		<i>12.5:1 compression allowed</i>	
Nissan 350Z/370Z	5600	3135			
Panoz Esperante GTS	5800	3000			
Porsche Cayman (05-13)	3600	2875			
Porsche 944	2500	2700		May use Jayco super 50 Turbo.	
Porsche 996	3600	2808 3050			
Porsche 997	3600	2960 3150			
Saleen SR	5800	3190			
Toyota Supra	<i>2500</i>	3000		OEM Twin Turbo Charged required.	

T1 - Limited									
	Bore x Stroke(mm)/ Displ. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>Chevrolet Corvette C7</i>	<i>4.06 x 3.62 / 103.25 x 92 (LT1)</i>	<i>2710</i>	<i>18 x 10 (F) 19 x 11 (R) or 18 x 11 (F) 19 x 13 (R)</i>	<i>345/35 max. (F&R)</i>	<i>2.66, 1.78, 1.30, 1.00, 0.74, 0.50, .42</i>	<i>3.42</i>	<i>(F) 320/345 (R)338/345</i>	<i>3400</i>	

<p><i>Chevrolet Corvette C6 Coupe (05-10) / Grand Sport (10-12)</i></p>	<p>101.68 x 92.0 5967 (LS2) 103.26 x 92.0 6162 (LS3)</p>	<p>2685</p>	<p>18 x 10 (F) 19 x 11 (R) or 18 x 11 (F) 19 x 13 (R)</p>	<p>345/35 max. (F&R) Rear tires may protrude up to 1.0" with GM T1 Performance Suspension package. Max. camber: (F) -3.5 (R) -2.5 with GM T1 Performance Suspension package.</p>	<p>2.66, 1.78, 1.30, 1.00, 0.74, 0.50, 2.97, 2.07, 1.43, 1.00, 0.71, 0.57</p>	<p>3.42</p>	<p>(F) 325 / 340 Vented Disc (R) 305 / 330 Vented Disc or (F) 355 x 32 Vented Disc (R) 340 x 26 Vented Disc or May use 2-pc steel rotors with alum. hats up to 5% larger than Z51 rotor. ----- ---- May use any four piston brake caliper and brackets.</p>	<p>3300 Add 50 lbs. for larger wheels and/or tires</p>	<p>C6 T1 Suspension kit and Z51 option allowed. Floor may be modified to facilitate installation of cage mounting plates. Removable roof panel shall be installed. The following parts are allowed: GM oil pan #12630477; GM radiator baffle # 25953429 (LS3 only); fan shroud, Phoenix part # 1005422; Canton Accusump part # CA24006 or # CA24024, along with Electric solenoid W/ epc # CA24273, Accusump Check Valve # CA2428, and Wheel to Wheel Adapter block # 0760-50001, and related hoses and mounting brackets; 180 degree thermostat Hypertech # 1015; Lingenfelter Performance Engineering #L310055204 thermostat (LS2 only); HD oil pressure shim Phoenix part # 1005421. Wrapping of tie-rod ends to shield heat is permitted. Trimming of the lower edge of the center of the air dam is allowed up to a depth of 3.9 cm. ARE dry sump system part #3021 S permitted; the following parts are included: mount w/ tensioner and spacer #3020YM, serpentine belt #4032S, pulley #4SERP, oil tank #7030, tank bracket #7000, breather catch can # 7100, filter adapter #4010, damper assembly #8005. Aviaid Dry Sump System part number 008-10001 is permitted; the following parts are included: 3-stage pump 13111-1182, mounting hardware 40082 and 40018-83-1, HTD pump pulley 11649, HTD belt 46476, ATI damper assembly 917289, pan assembly 152-52504-10001, and tank assembly 110-50020-10001. The oil tank for either system shall be installed in the current battery location and the battery must be relocated to the same location as the 08 Corvette Z06; GM battery mounting bracket and hardware must be used. Alternate wheel bearings SKF Part # BAR 5049C permitted.</p>
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<p>T1 - Limited</p>							
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Chevrolet Corvette Z06 (2006-2012)	103.26 x 92.0 6162	2685	18 x 10 (F) 19 x 11 (R) or 18 x 11 (F) 19 x 13 (R)	345/35 max. (F&R) Rear tires may protrude up to 1.0" with GM T1 Performance Suspension package. Max. camber: (F) -3.5 (R) -2.5 with GM T1 Performance Suspension package.	2.66, 1.78, 1.30, 1.00, 0.74, 0.50 or 2.97, 2.07, 1.43, 1.00, 0.71, 0.57	3.42	(F) 325 / 340 Vented Disc (R) 305 / 330 Vented Disc or (F) 355 x 32 Vented Disc (R) 340 x 26 Vented Disc or May use 2-pc steel rotors with alum. hats up to 5% larger than Z51 rotor. ----- ----- May use any four piston brake caliper and brackets.	3350	C6 T1 Suspension kit and Z51 option allowed. Floor may be modified to facilitate installation of cage mounting plates. The max. tire sizes supersede TCS 9.1.10.D.7.b. Removable roof panel shall be installed. The following parts are allowed: GM oil pan #12630477; GM radiator baffle #25953429; fan shroud, Phoenix part #1005422; Canton Accusump part #CA24006 or #CA24024, along with Electric solenoid W/ epc #CA24273, Accusump Check Valve #CA2428, and Wheel to Wheel Adapter block #0760-50001, and related hoses and mounting brackets; 180 degree thermostat Hypertech #1015; HD oil pressure shim Phoenix part #1005421. Wrapping of tie-rod ends to shield heat is permitted. Trimming of the lower edge of the center of the air dam is allowed up to a depth of 3.9 cm. ARE dry sump system part #3021 S permitted; the following parts are included: mount w/tensioner and spacer #3020YM, serpentine belt #4032S, pulley #4SERP, oil tank #7030, tank bracket #7000, breather catch can #7100, filter adapter #4010, damper assembly #8005. Aviaid Dry Sump System part number 008-10001 is permitted; the following parts are included: 3-stage pump 13111-1182, mounting hardware 40082 and 40018-83-1, HTD pump pulley 11649, HTD belt 46476, ATI damper assembly 917289, pan assembly 152-52504-10001, and tank assembly 110-50020-10001. The oil tank for either system shall be installed in the current battery location and the battery must be relocated to the same location as the 08 Corvette Z06; GM battery mounting bracket and hardware must be used. Alternate wheel bearings SKF Part # BAR 5049C permitted.
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T1 - Limited									
Chevrolet Camaro Z28 (2014+)	104.8 x 101.6 7008	2852	19 x 11 (F) 19 x 11.5(R)	315/35 max F&R	2.66, 1.78, 1.30, 1.00, 0.74, 0.50	3.91	(F) 394 (R) 390	3550	
Dodge Viper RT-10/ RT-10 ACR & GT-S / GT-S ACR (96-02)	101.6 x 98.5 7990	2444	18x10 (F) 18x13 (R)	(F) 275/40 (F) 315/35 (max) (R) 335/35	2.66, 1.78, 1.30, 1.00, 0.74, 0.50	3.07	(F&R) 330 Disc	3500	Alternate Oil Pan (Part # P5007009), Throttle restrictor between each throttle body and plenum is mandatory: 0.060" flat steel plate with one 50 mm hole. This max. tire supersedes TCS 9.1.10.D.7.b.. May update to 03-06 Viper brakes.

Dodge Viper SRT-10 Incl. Coupe (03-06)	102.4 x 100.6 8300	2510.2	18x10 (F) 19x13 (R)	(F) 275/35 (F) 315/35 (max) (R) 345/30 Maximum camber: (F) -3.0 w/ Dodge Motorsports T1 suspen- sion package	2.66, 1.78, 1.30, 1.00, 0.74, 0.50	3.07	(F&R) 355 Disc	3550	Detachable Autoform hardtop shall be installed on convertible model (latches shall be replaced with positive fasteners), convertible top shall be removed. Throttle restrictor between each throttle body and plenum is mandatory: .060" flat steel plate with one 45 mm hole (one for each throttle body). A .250" thick (max) steel or aluminum spacer is permitted between the throttle body and the restrictor to provide clearance for the throttle butterfly. This spacer shall replicate the dimensions of the stock throttle body flange (i.e. throttle bore, bolt pattern, idle-air bypass port dimensions, etc.) Throttle body spacer bore(s) shall be no larger than the stock throttle body bore diameter at the gasket surface, and shall not be radiused in any way. Throttle restrictor may include idle air control and/or PCV orifice. The following parts are allowed: Mopar performance fan delete kit #P5153260, Phoenix SRT10 electric fan kit #PPI123321, Mopar swing oil pickup kit # 4510174, Trans. mount # P4510179, Dodge Motorsports T1 suspension kit part # P5153251 Hypercoil springs #188A0750 (F) and 188A0800 (R) are allowed. B&M Shifter (PN45055) is permitted. Oil pan part #5037735AC, oil pick up part #5038022AB, oil pick up tube part #5037312AE are allowed.
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T1 - Limited									
Dodge Viper SRT-10 Incl. Coupe (08-10)	4.055 x 3.96 (103 x 100.6) 8400	2510.2	18x10 (F) 19x13 (R)	(F) 275/35 (F) 315/35 (max) (R) 345/30 Maximum camber: (F) -3.0 w/ Dodge Motorsports T1 suspen- sion package	2.66, 1.78, 1.30, 1.00, 0.74, 0.50	3.07	(F&R) 355 Disc	3600	Detachable Autoform hardtop shall be installed on convertible model (latches shall be replaced with positive fasteners), convertible top shall be removed. Throttle restrictor between each throttle body and plenum is mandatory: .060" flat steel plate with one 37 mm hole (one for each throttle body). A .250" thick (max) steel or aluminum spacer is permitted between the throttle body and the restrictor to provide clearance for the throttle butterfly. This spacer shall replicate the dimensions of the stock throttle body flange (i.e. throttle bore, bolt pattern, idle-air bypass port dimensions, etc.) Throttle body spacer bore(s) shall be no larger than the stock throttle body bore diameter at the gasket surface, and shall not be radiused in any way. Throttle restrictor may include idle air control and/or PCV orifice. The following parts are allowed: Mopar performance fan delete kit #P5153260, Phoenix SRT10 electric fan kit #PPI123321, Mopar swing oil pickup kit # 4510174, Trans. mount # P4510179, Dodge Motorsports T1 suspension kit part # P5153251 Hypercoil springs #188A0750 (F) and 188A0800 (R) are allowed. B&M Shifter (PN45055) is permitted. Oil pan part #5037735AC, oil pick up part #5038022AB, oil pick up tube part #5037312AE are allowed.

T2

1. #11521 (Joey Wang DeFilippis) Allowance for AMS FMIC Kit For Mitsubishi Evo In T2, Mitsubishi Lancer Evo 8/9/RS/GSR/MR (03-06), add to the notes as follows:
"AMS Mitsubishi Lancer Evo VII/VIII/IX Front Mount Intercooler allowed."

2. #12008 (Todd Napieralski) Weight Increase and Restrictor Change
In T2, Chevrolet Camaro SS 1LE (10-13), change the weight as follows:
~~3550~~ **3625**

3. #12275 (Jorge Nolla) Reduce weight for Mitsubishi Lancer Evo X T2
In T2, Mitsubishi Lancer Evo X / GSR/ MR (08-11), change the weight as follows:
~~3600~~ **3500**

4. #12725 (Jay Patel) improve parity of the Porsche 996 parts request
In T2, Porsche 911/996 (98-05), change the weight as follows:
~~3050~~ **3100**

T2-T4

1. #12981 (SCCA Staff) Tire change notes for Touring

In section 9.1.9.2.D.7.b, add the language as follows:

Unless otherwise so noted on a vehicle's TCS line, all cars shall run the tire size as listed for the vehicle in the TCS or an authorized replacement size. When authorized replacement tires are used, the same size tire shall be used on each axle (front tires need not be the same size as rear tires). *All touring cars whose tire size has been reduced for 2014 may run the previous tires sizes through the first two Majors conference weekend in Mid-States, Northern and Western Conferences. In the Eastern Conference, the previous tires may be used until the completion of the third Majors weekend. After these races, only the 2014 sizes may be used.*

2. #12874 (Touring Committee) Class change spreadsheet for T2-T4

In Touring, change the spec line information as follows:

T2	Max Tire Size	Weight (LBS)	Notes
Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 hardtop (01-04)	345 295/35/18 (F&R)	3300 3450	3.0 degrees MAX front camber. A 63 55 mm flat plate restrictor is required. Headers are permitted with a 55mm- flat plate restrictor
Chevrolet Corvette C6 Coupe (05-10) / Grand Sport (10-13)	345 295 /35 (F&R)	3400 3475	3.0 Degrees MAX front camber. LS2: 64 56 mm Flat Plate restrictors is required. LS3: 52 48 mm flat plate restrictor is required.
Chevrolet Corvette Z06 (2006-2012)	345 295 / 35 (F&R)	3450 3525	3.0 Degrees MAX front camber. LS2: 64 56 mm Flat Plate restrictors is required. LS3: 52 48 mm flat plate restrictor is required.
Chevrolet Camaro SS, 1LE (10- 13 14)		3550 3625	Hotchkis swaybars # 22109, TPR rear upper shock mount # 22122, Pfad lower control arm reinforcement # 1410135, ARE # 1005M, Petersen # 8009W, Aviad # 009- 92200, ATI # 917239, DSS # GNCA10-A, Turn One #T40RBZ28P, ZL1 front brake kit #22959672
Ford Mustang Boss 302 (2012)	345 295 / 35 (F&R)	3500 3525	Flat plate restrictor 60 57 mm.
Ford Mustang GT 5.0L (10-12)		3500 3525	Flat plate restrictor 65 62 mm.
Mitsubishi Lance Evo 8/9/ RS/GSR/MR (08-11)		3200 3200	AMS Mitsubishi Lancer EVO VII/VIII/IX Front mount Intercooler allowed.

Mitsubishi Lancer Evo X / GSR/MR (08-11)		3600 3500	AMS 2008+ Evo X FMIC Kit W/Logo/A0044A-2B Allowed.
Porsche 911/996 (98-05)		3050 3100	
Subaru Impreza WRX STi (03-07)			Turbo Inlet restrictor-45 mm: Aftermarket Intercooler allowed.
Subaru Impreza WRX STi (08-11)			Turbo Inlet restrictor-45 mm: Aftermarket Intercooler allowed.

T3	Max Tire Size	Weight	Notes
BMW M3 (01-06)		3500 3450	Allow 600 lb max Front and 650 lb max Rear springs
BMW Z4 M Coupe (2007)			Allowance of 600 lb max front, 650 lb max rear, M3 front lower control arms 31122229453 left, 31122229454 right
Acura TL SH-AWD (10-13)		3450 3550	
Nissan 350Z Track/ Touring/ Standard/Nismo (03-08)		DE Motor: 3300 3250	
Nissan 350Z Track/ Touring/ Standard/Nismo (03-08) Spec		De Motor: 3350 3300	
Pontiac Solstice GXP Coupe/ Convertible (07-09)			34 32 mm TIR required
Saturn Ion Redline (04-07)		3050 2950	

T4	Max Tire Size	Weight	Notes
Ford Mustang V6 (05-10)		3450 3500	
Ford Mustang V6 (01-04)		3240 3290	
BMW Z4 2.5L (03-05)		3195 3145	Limited slip differential allowed at 3245 lbs.
Acura RSX Type-S (02-06)		2850 2800	
Mazda RX-8 R3 (04-09)		2650 2600	

T4	Max Tire Width	Weight	Notes
Acura Integra GS-R VTEC (3 or 4 door) (94-01):	205 235/50	2625 2525	Header allowed, Front strut tower brace allowed, "OBD2 requirement for ECU does not apply"
Acura RSX Type -S (02-06):	215 235/45	2850 2750	Header allowed, Front strut tower brace allowed, "OBD2 requirement for ECU does not apply"
Chevrolet Cobalt SS, Sport Coupe (08-10):	205 235/50	2900 2800	Header allowed, Front strut tower brace allowed, "OBD2 requirement for ECU does not apply"
Chrysler Neon ACR SOHC (4 door) (01-02):	185 235/60	2500 2400	Header allowed, Front strut tower brace allowed, "OBD2 requirement for ECU does not apply"
Dodge/Plymouth Neon ACR SOHC/DOHC (4 door) (01-02):	185 235/60	SOHC: 2450 2350 DOHC: 2500 2400	Header allowed, Front strut tower brace allowed, "OBD2 requirement for ECU does not apply"
Ford Focus SVT (02.5-04):	215 235/45	2730 2630	Header allowed, Front strut tower brace allowed, "OBD2 requirement for ECU does not apply"
Ford Focus ZX4 ST (05-06):	205 235/60	2550 2450	Header allowed, Front strut tower brace allowed, "OBD2 requirement for ECU does not apply"
Honda Accord LX & EX (03-07):	205 235/60	2800 2700	Header allowed, Front strut tower brace allowed, "OBD2 requirement for ECU does not apply"

Honda Accord LX-S/EX/EX-L (08-09):	225 235/50	3100 3000	Header allowed, Front strut tower brace allowed, "OBD2 requirement for ECU does not apply"
Honda Civic Coupe Si (99-00):	495 235/55	2530 2430	Header allowed, Front strut tower brace allowed, "OBD2 requirement for ECU does not apply"
Honda Civic Si (02-03)	495 235/60	2500 2400	Header allowed, Front strut tower brace allowed, "OBD2 requirement for ECU does not apply"
Hyundai Elantra GLS (11-12):	495 235/65	2400 2300	Header allowed, Front strut tower brace allowed, "OBD2 requirement for ECU does not apply"
Kia Forte Koup and Sedan LX/EX (2010-)	205 235/55	2590 2490	Header allowed, Front strut tower brace allowed, "OBD2 requirement for ECU does not apply"
Kia Forte Koup and Sedan SX (2010)	215 235/45	2970 2870	Header allowed, Front strut tower brace allowed, "OBD2 requirement for ECU does not apply"
Mazda3 s (04-09): Mazda3 s (2010+):	205 235/55	2650 2550	Header allowed, Front strut tower brace allowed, "OBD2 requirement for ECU does not apply"
Mazda3 S (2010+)	205 /235/50	2915 2815	Header allowed, Front strut tower brace allowed, "OBD2 requirement for ECU does not apply"
Mazda Protégé LX, ES (01-03):	495 235/50	2530 2430	Header allowed, Front strut tower brace allowed, "OBD2 requirement for ECU does not apply"
Mazda Protégé 5 (02-03):	495 235/50	2545 2445	Header allowed, Front strut tower brace allowed, "OBD2 requirement for ECU does not apply"
Nissan Sentra SER Spec-V (02-06):	215 235/45	2900 2800	Header allowed, Front strut tower brace allowed, "OBD2 requirement for ECU does not apply"
Scion tC (03-07)	215 235/45	2700 2600	Header allowed, Front strut tower brace allowed, "OBD2 requirement for ECU does not apply"
Subaru Impreza (non-turbo) (04-08):	205 235/55	2935 2835	Header allowed, Front strut tower brace allowed, "OBD2 requirement for ECU does not apply"
Subaru Impreza (08-11):	205 235/55	2950 2850	Header allowed, Front strut tower brace allowed, "OBD2 requirement for ECU does not apply"
Toyota Corolla XRS (05-06):	205 235/50	2725 2625	Header allowed, Front strut tower brace allowed, "OBD2 requirement for ECU does not apply"
Toyota MR-2 Spyder 16V DOHC (01-05):	215 235/45	2370 2270	Header allowed, Front strut tower brace allowed, "OBD2 requirement for ECU does not apply"
Volkswagen Rabbit 2.5 (06-07):	495 235/65	2775 2675	Header allowed, Front strut tower brace allowed, "OBD2 requirement for ECU does not apply"

Volkswagen Rabbit 2.5 (08-09):	495 <i>235/65</i>	2950 <i>2850</i>	<i>Header allowed, Front strut tower brace allowed, "OBD2 requirement for ECU does not apply"</i>
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T3

1. #10409 (David Woodle) In T3, allow alternate front upper A-Arm For Nissan 350z

In T3, Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08), add language to the spec line notes as follows:

"SPC Control Arms 72125 allowed."

In T3, Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08) Spec, add language to the spec line notes as follows:

"SPC Control Arms 72125 allowed."

In T3, Nissan 370Z 09-13 / 370Z NISMO Edition (09-11), add language to the spec line notes as follows:

"SPC Control Arms 72130 allowed."

2. #11614 (James Leithauser) Allow alternate spring for BMW

In T3, BMW M3 (01-06), change the spec lines notes as follows:

~~"Turner Motorsports Suspension package #TMST2M3 allowed. This consists of front springs TMS600-10-250, rear springs TMS650-8-250, Max spring rate of 600 F, 650 R allowed."~~

In T3, BMW Z4 M Coupe (2007), change the spec line notes as follows:

~~"Turner springs permitted: front TMS600-10-250, rear TMS650-8-250; Max spring rate of 600 F, 650 R allowed."~~

3. #11639 (david mead) 2003 GT/Bullitt classification restoration

In T3, classify the Ford Mustang GT as follows:

T3	Bore x Stroke (mm)/ Displ. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>Ford Mustang GT (01-04) incl. Bullitt (2001)</i>	<i>90.2 x 90.0 4601</i>	<i>2573</i>	<i>17 x 9 (F&R)</i>	<i>275(max) (F&R)</i>	<i>3.37, 1.99, 1.33, 1.00, 0.67</i>	<i>3.27</i>	<i>(F) 330 x 28 Vented Disc (R) 295 x 18 Vented Disc</i>	<i>3300</i>	<i>H&R Race Springs (79-04 Mustangs) part #47200, includes 750-850 (progressive), 260-280 (progressive, solid axle) permitted at 3400 lbs.</i>

4. #12011 (Jason Fitzpatrick) Request classification T4 2012+ Volkswagen Passat VR6

In T3, classify the Volkswagen Passat VR6 as follows:

T3	Bore x Stroke (mm)/Displ. (cc)	Wheel-base (mm)	Track F&R (mm)	Wheel Size (in.)/ Matl	Tire Size (stock)	Gear ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes
<i>Volkswagen Passat 3.6 VR6 (2012+)</i>	<i>88.9 x 96.5 3588</i>	<i>2804</i>	<i>1577 / 1549</i>	<i>18x8 Alum</i>	<i>235/45 (F&R)</i>	<i>2.92 1.79 1.19 0.83 0.86 0.69</i>	<i>4.77 / 3.44</i>	<i>(F) 312 Vented disc (R) 272 Solid Disc</i>	<i>3450</i>	<i>Rear sway bar max 42mm (body and suspension mounting same as OEM), Any spring up to a maximum spring rate of 800 lbs. may be used. Cold Air Kit allowed.</i>

5. #12231 (Mike Kramer) Error in the GCR Spec Page 790 for the Cobalt SS Turbocharged

In T3, Chevrolet Cobalt SS (08-10), change the final drive as follows:

4.05 3.82

6. #12410 (Terry Rohr) Classify 2006 Subaru WRX TR in T-3

In T3, classify the 2006 Subaru WRX TR as follows:

T3	Bore x Stroke (mm) / Displ. (cc)	Wheel-Base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs.)	Notes
<i>Subaru WRX TR (2006)</i>	<i>99.5 x 79.0 2457</i>	<i>2525</i>	<i>17 x 8 (F & R)</i>	<i>245/35 Max (F&R)</i>	<i>3.17 1.88 1.30 0.97 0.74</i>	<i>4.11</i>	<i>(F) 292 Vented Disc (R) 287 Vented Disc</i>	<i>3360</i>	

T4

1. #11711 (Mark McCaughey) Support for aftermarket oil pans in T4

In T4, Toyota Celica GT (00-05), add to the spec line notes as follows:

Moroso oil pan 20970 allowed

In T4, Toyota Celica GTS (00-05), add to the spec line notes as follows:

Moroso oil pan 20970 allowed

2. #12101 (Jason Fitzpatrick) Addition of 2012+ Volkswagen Passat 2.5L, mimic 08-09 VW Rabbit

In T4, classify the Volkswagen Passat 2.5L as follow:

T4	Bore x Stroke (mm)/Displ. (cc)	Wheel-Base (mm)	Track F & R (mm)	Wheel Size (in.)/ Mat'l	Tire Size (stock)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs.)	Notes
<i>Volkswagen Passat (12-14)</i>	<i>82.55 X 92.71 2481</i>	<i>2804</i>	<i>n/a</i>	<i>16 X 7 Alum</i>	<i>215</i>	<i>3.78 2.12 1.27 0.86 0.66</i>	<i>3.65</i>	<i>(F) 312 Vented Disc (R) 271 Solid Disc</i>	<i>3000</i>	<i>Any non-adjustable shock absorber is allowed. The shock must be installed in the original mounting locations. Remote shocks are not permitted. Threaded shock bodies or adjusters may be used Any spring up to a maximum spring rate of 800 pounds may be used. Cold Air Intake system allowed. OEM optional limited slip differential permitted. 32mm OEM style and configuration rear sway bar allowed. Catalytic Converters may be removed.</i>

3. #12623 (Jared Lendrum) Request to improve the Subaru BRZ / Scion FRS
 In T4, Scion FR-S (2013 +), change the weight as follows:
 3475 **3075**
 In T4, Subaru BRZ (2013 +), change the weight as follows:
 3475 **3075**

4. #12657 (Jason Fitzpatrick) Classify 2014+ Volkswagen Passat 1.8T in T4
 In T4, classify the Volkswagen Passat 1.8T as follows:

T4	Bore x Stroke (mm)/ Displ. (cc)	Wheel-base (mm)	Track F&R (mm)	Wheel Size (in.)/ Matl	Tire Size (stock)	Gear ratios	Final Drive	Brakes (mm)	Weight (lbs.)	Notes
Volkswagen Passat 1.8T (2014+)	82.6 x 84.1 1802	2804	1577 / 1549	18 x 8 Alum	235/45 (F&R)	3.78 2.12 1.27 0.86 0.66	3.65	(F) 312 Vented Disc (R) 272 Solid Disc	3300	The following items must remain stock: Catalytic converters, shock/struts (including mounts), original wheels, and transmission differential - unless specified below. 30 mm turbo inlet restrictor required. Any spring up to a maximum spring rate of 500 pounds may be used with the stock attachment perches.

5. #12672 (Dean Bailey) T4 Firebird Spec Line Clarification-Change
 In T4, Pontiac Firebird V-6 (96-02), change the spec line notes as follows:
 "The following items must remain stock: Catalytic converters, shock/struts (including mounts), original wheels, and transmission differential - unless specified below. Performance option permitted, consisting of limited slip differential, uplevel steering rack, dual exhaust. GM PS cooler #10417037 allowed. Z-28 front sway bar (30mm) and rear sway bar (19mm) allowed. GM 1LE front (#26032907 32mm) and rear (#10021221 21 mm) sway bar allowed. **Front spring rate shall be 280-320 lbs. per inch and the minimum free length is 13 ¾ inches. Koni Shocks, 8241- 1139 (F) and 8241-1140 (R) permitted. SP-141 front and rear springs permitted; SP-8316 front sway bar and SP- 8327 rear sway bar permitted; UMI-2006 shock tower brace permitted.**"

6. #12805 (Tim Wise) T4 Spec line for Mazda MX5
 In T4, Mazda MX-5 / Sort (99-00), Mazda MX-5 / Miata (01-05) Mazda MX-5 (06-08) and Mazda MX-5 (09-13), change the spec line notes as follows:
 "The following items must remain stock **unless permitted below**: Catalytic converters, struts/springs (including mounts), original wheels, and transmission differential ~~unless specified below.~~"

7. #12827 (Tim Wise) Allow the Mazda MX5 Club model as donor model for T4
 In T4, Mazda MX-5 (09-13), add the model as follows:
 Mazda MX-5 (09-13) / **Club Model**

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Paul Fairchild vs. SOM COA Ref. No. 13-17-SP

November 14, 2013

FACTS IN BRIEF

Following the Saguaro Series Final and Kickoff on October 20, 2013 at Inde Motorsports Ranch, Delaney Sturgeon, driver of #1 EP filed a protest against Paul Fairchild, driver of # 318 ITE, alleging an unsafe pass prior to Turn 14, citing 2013 GCR 6.11.1 A, B, C and D. The left front of Ms. Sturgeon's car made contact with the right rear of the car driven by Mr. Fairchild. Mr. Fairchild was able to continue; Ms. Sturgeon pulled off at Turn 14. The Stewards of the Meeting (SOM) Heather Baker and Walter Dudley, Chairman (CSOM) held a hearing, heard testimony and reviewed witness statements. The SOM determined that Mr. Fairchild was in violation of 2013 GCR 6.11.1 A,B,C and D (On Course Driver Conduct, specifically avoiding contact, racing room, and responsibility during a pass). Mr. Fairchild was given a Reprimand, which assigned one automatic penalty point to his competition license. Mr. Fairchild is appealing the decision of the SOM.

DATES OF THE COURT

The National Court of Appeals (COA) Tom Hoffman, A.G. Robbins and Rick Mitchell, Chairman, met on October 31 and November 7 by conference call to hear, review and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of appeal from Paul Fairchild received October 28, 2013.
2. Official Observer's Report and related documents received October 29, 2013.
3. Statement from R. David Lansing received October 28, 2013.

FINDINGS

The assigned SOM Committee consisted of Jim Malone and Walter Dudley, Chairman. Because Mr. Malone was the husband of the protestor, he was not able to serve for this protest. Mr. Dudley replaced him with Heather Baker, who was serving as an Assistant Chief Steward. Mr. Dudley and Ms. Baker heard testimony, deliberated and made their decision.

DECISION

In the hearing of Mr. Fairchild's appeal, information in the Observers Report of Mr. Dudley (CSOM) indicated that the license grade of Ms. Baker was Steward-in-Training (SIT). Section 5.1.1 of the 2013 GCR states:

5.1.1. Required Stewards

At a minimum, there shall be a Chief Steward, an ACS – Safety, and at least 2 SOM (including a Chairman and one other licensed steward in addition to any Stewards-in-Training).

The COA rules that, per 2013 GCR 5.1.1, the SOM Committee was improperly constituted. Even with a limited pool of officials, the rule is clear.

The COA overturns the decision of the SOM. The penalty of Reprimand and the accompanying penalty point will be removed from Mr. Fairchild's competition license. Mr. Fairchild's appeal fee is to be returned in full.

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | November 6, 2013

The RallyCross Board (RXB) met via conference call on November 6. Attending were Warren Elliott, Chairman, Brent Blakely, Karl Sealander, Stephen Hyatt, Ron Foley, Jerry Doctor and Keith Lightfoot. Also in attendance were Brian Harmer and Howard Duncan from the National office.

The Secretary acknowledges that these minutes may not be in chronological order.

Competitor Advisor Report

The competitor advisor did not attend this meeting. As a follow up from last month, Brian Harmer reported that he is currently working to design an informational pamphlet that will include a QR code to take the user to more information about RallyCross on the Internet.

Committee Reports

- RallyCross Safety Committee (Jerry Doctor): Previous to the meeting Doctor distributed the following proposed procedures for RallyCross Safety Steward license renewal:

Beginning January 1, 2014 all RallyCross Safety Steward licenses, both new and renewals will be issued for a three-year period. At the end of the three years the license holder will be required to submit a renewal application to the Divisional RallyCross Steward documenting at least three events at which the applicant worked as a RallyCross Safety Steward during the previous three years. The application form will include an examination of the RallyCross safety rules that the applicant is required to pass. Completed applications should be submitted to the Divisional RallyCross Safety Steward for the applicant's region of record.

Upon receipt of an application for license renewal the Divisional RallyCross Steward will confirm that the applicant meets the requirements for renewal and notify the SCCA Membership Department to issue the license for another three years. The Divisional RallyCross Steward has the authority to waive the usual renewal requirements in exceptional situations.

Both the Divisional RallyCross Steward and the SCCA RallyCross Safety Committee have the authority to suspend a RallyCross Safety Steward license prior to the usual expiration date if it is determined that the license holder has acted in an improper manner by failing to follow the SCCA safety rules or failed to exercise good judgment as a safety Steward. After the license has been suspended an SCCA member is required to undergo the normal RallyCross Safety Steward training procedure in order to have the license renewed.

The RXB discussed the proposal and the renewal process. Hyatt requested the use of a Review Committee in cases of renewals being denied and that the renewal procedures be added to the RallyCross Rules.

Motion: Accept the Safety Steward license renewal plan as submitted with the addition of a Review Committee starting in 2014. Hyatt/Lightfoot. PASSED 6-0-1. Blakely absent.

Doctor reported that the Committee has received and is working on several incident reports. Doctor described and the RXB discussed three of those incidents.

- RallyCross Rules Committee (Keith Lightfoot): After the required membership input, the Rules Committee presented the following rules proposals to the RXB. RXB voting results are included with approved proposals being referred to the BOD for final approval before adding to the 2014 RXR:

1. **Add language to Section 4 requiring compliance with all RX rules and supplemental regulations for any events in which National series contingencies will be paid.**

ARTICLE 4 MANDATORY PROVISIONS (Mandatory for all SCCA sanctioned RallyCross events. See Article 4.1) 4.1 Articles 1 (all), 2 (all) and 3 (all), 4 (all), 5 (all except 5.2.E) 6.1, 6.2.b, 6.3 and 7 (all) of these rules are mandatory for all SCCA sanctioned RallyCross events.

Variations from the remaining non-mandatory sections of these rules are allowed for regional events and must be included as requested sanction exceptions on the sanction application and must be in the National Office no later than a minimum of 14 days prior to said event. See Article 5.6 (Sanction Requirements) for further details.

4.2 All RallyCross rules, not just those listed in section 4.1, and the National Standard Supplementary Regulations are mandatory for any RallyCross event in which RallyCross National Series Contingencies will be paid. Any variances must be approved by the RXB at least 30 days before the event. This section does not mandate the run groups, schedule or work order.

Motion: To approve rule change proposal. Hyatt/Elliott. PASSED 6-0-1. Blakely absent.

- 2. Change driver eligibility to allow drivers with learner's permits to compete with a specified passenger subject to event chairman or safety steward approval. Language is taken from 2013 SCCA Solo Rulebook Section 4.1.A.**

5.2.B EVENT OPERATING RULES

Drivers must possess a currently valid automobile driver's license. ~~Any license or permit that requires another licensed driver in the vehicle (learners permit) is not acceptable.~~ Minor drivers under 18 years of age must be able to show that they have permission to operate the vehicle in the event. **Any driver who has the legal authority (license or permit) to operate an automobile with restrictions on a public road may compete as long as the restrictions of the driving license or permit are met and the event allows a passenger.** If those restrictions require a passenger and the Region allows a passenger, that passenger must be either the driver's parent/legal guardian or an approved instructor. That instructor must be approved by both the Event Chairman and the event Safety Steward on a case-by-case basis. The driver must have the written permission of the driver's parent/legal guardian (signed at the event) to ride as a passenger and the restrictions imposed by the underage driver's state must allow the instructor to ride as a passenger. All persons in an event car must have an SCCA membership, either full or weekend.

Motion: To approve rule change proposal. Hyatt/Lightfoot. PASSED 5-0-2. Blakely absent, Elliott abstained.

- 3. Allow passengers at all non-National events. Removes DOT/Snell reference for helmets; helmet requirements are covered under 6.3.P.**

5.2.C EVENT OPERATING RULES

One (1) passenger is allowed to ride in an approved seat located in the forward-most occupant area of a vehicle that has passed tech inspection (6.3A-N) and is registered for competition on that day. The passenger must be no younger than twelve (12) years of age and **must meet** ~~has met~~ all liability waiver requirements outlined below. The passenger must be wearing a helmet that fits correctly and meets the ~~DOT/Snell~~ requirements **of 6.3.P. of for competition use as recognized** by the current SCCA RallyCross rules. Safety restraints/seat belts must be in proper working condition and adjusted to fit the passenger (6.3.H).

Participant waivers: The individual (parent/guardian, as appropriate) has completed and signed the required participant waiver(s). In general, a passenger should be either a student riding with an instructor or an instructor riding with a student during an instructional run. However, it should also be noted that some ~~Regions~~ **events** allow passengers in order to acquaint newcomers with the sport. As long as the passenger meets all of the above requirements, an individual would be allowed at ~~Regional~~ events where a passenger is permitted. Passengers are not allowed during competition runs in ~~Divisional~~ or National Events.

Motion: To approve rule change proposal with the exclusion of disallowing passengers at Divisional events. Doctor/Hyatt. PASSED 6-0-1. Blakely absent.

- 4. Allow use of studded tires at Regional and Divisional events any time.**

6.2.C.2. VEHICLE CLASSIFICATION – Rally Stock Category

Tires must be DOT approved. Tires marked "For competition only", "Not for street use" or similar, are not allowed. No part of the tire may be modified or altered from its original form, either through addition or subtraction, other than normal wear. No studded tires are permitted **at National Events** unless ice or snow is present; **Regional and Divisional events may allow studded tires any time.** Studded tires may not be homemade using bolts or screws. Only street-legal studs are allowed. Tires may not interfere with any parts of the car (fenders, fender liners, suspension, etc.)

Motion: To approve rule change proposal but allowing studded at Divisional events. Hyatt/Doctor. PASSED 6-0-1. Blakely absent.

- 5. Allow use of alternate wheels by the same manufacturer in Stock classes.**

6.2.C.12. VEHICLE CLASSIFICATION – Rally Stock Category

Any type wheel may be used provided it complies with the following: Wheels must be of the same diameter and

width as the OEM wheel. Wheel offset (backspace) must be within 0.394”(10mm) of original equipment wheel offset **or wheels must be of the same manufacturer as the vehicle, made of aluminum and fit without modification to the wheel or vehicle.**

No motion for approval or changes made. NOT APPROVED.

6. Clarification of Stock class shock/damper rule to prohibit re-valving or other modifications.

6.2.C.13. VEHICLE CLASSIFICATION – Rally Stock Category

Shocks/dampers may be replaced with **unmodified** OEM or **unmodified, mass-produced** aftermarket replacement units intended **by the manufacturer** for the specific year, make and model used. **Rebuilds are allowed but only if the shock/damper is rebuilt to its original specifications (i.e. no re-valving).** The stock spring must be used as it was on the OEM unit. The spring perch must be factory welded to the damper or use the exact attachment method and position as OEM. Adjustable dampers are only allowed if the OEM unit was adjustable and must retain the same number of adjustments or fewer as OEM. Remote reservoir shocks are only allowed if they are exact OEM units.

Motion: To approve rule change proposal. Hyatt/Elliott. PASSED 5-1-1. Doctor opposed, Blakely absent.

7. Allow use of any type (e.g. lead-acid, lithium-ion, absorbed glass mat, gel cell) battery in Stock classes.

6.2.C.16. VEHICLE CLASSIFICATION – Rally Stock Category

Aftermarket replacement batteries are allowed provided they are the same ~~type~~, group size and location as originally equipped.

Motion: To approve rule change proposal. Elliott/Hyatt. PASSED 6-0-1. Blakely absent.

8. Allow alternate radiators in Stock classes. This proposal removes current sections 6.2.D.21 & 22 from the Prepared category allowances and adds it to Stock category preparation allowances as sections 6.2.C.19 & 20.

6.2.C.19-20. VEHICLE CLASSIFICATION – Rally Stock Category

~~24-~~ **19. Engine cooling radiators may be replaced with alternate parts subject to the following restrictions:**

- a. Radiator core dimensions (width, height, thickness) must be no smaller than the standard part.**
- b. Radiator must mount to OE radiator mounts.**
- c. Fluid capacity and dry weight of the radiator must be no less than that of the standard part. Installation of an alternate radiator may serve no other purpose (e.g. to allow a cold air intake passage).**

~~In addition, the engine fan and fan shroud (unless it serves another purpose, e.g., as an alternator/generator mount) may be removed, modified or replaced. Electrically driven fans are allowed.~~

Motion: To approve rule change proposal with the deletion of the last paragraph beginning with “In addition”. Foley/Hyatt. FAILED 3-4-0. Lightfoot, Doctor, Elliott and Blakely opposed.

9. Allow anti-dive caster kits in Prepared classes.

6.2.D.8. VEHICLE CLASSIFICATIONS – Rally Prepared Category

Any dampers may be used. Damper attachment points on the body/frame/subframe/chassis/ suspension member may not be altered. This installation may incorporate an alternate upper spring perch/seat and/or mounting block (bearing mount). No damper may be capable of adjustment while the car is in motion, unless fitted as original equipment. MacPherson strut equipped cars may substitute struts, and/or may use any insert. This does not allow unauthorized changes in suspension geometry or changes in attachment points (e.g., affecting the position of the lower ball joint or spindle). Threaded collars and camber plates are allowed.

- a. Camber kits, also known as camber compensators, may be installed. These kits consist of either adjustable length arms or arm mounts (including ball joints) that provide a lateral adjustment to the effective length of a control arm. Alignment outside the factory specifications is allowed. The following restrictions apply:**
 - 1. On double/unequal arm (e.g. wishbone, multi-link) suspensions, only the upper arms OR lower arms may be modified or replaced, but not both. Non-integral longitudinal arms that primarily control fore/aft wheel movement (e.g. trailing arm(s) or link(s) of a multilink suspension) may not be replaced, changed, or modified.**
 - 2. On arm-and-strut (MacPherson) suspensions, Adjustable camber plates may be installed at the top of the strut and the original upper mounting holes may be slotted. The drilling of holes in order to perform the installation is permitted. The center clearance hole may not be modified. Any type**

of bearing or bushing may be used in the adjustable camber plate attachment to the strut. The installation may incorporate an alternate upper spring perch/seat and/or mounting block (bearing mount).

3. On swing or trailing arm suspensions, the main arms may not be modified or replaced, but lateral locating links/arms may be modified or replaced.
4. The replacement arms or mounts must attach to the original standard mounting points. All bushings may not be moved or relocated on the arm, except as incidental to the camber adjustment. The knuckle/bearing housing/spindle assembly cannot be modified or replaced.

b. Caster kits may be installed. The kits must attach to the original factory mounting points. No bushing may be moved or relocated on the arm, except as incidental to the caster adjustment. The knuckle/bearing housing/spindle assembly cannot be modified or replaced.

c. Springs may be replaced, but they must be of the same type and use original mounting points.

No motion for approval or changes made. NOT APPROVED.

10. Clarify what types of bushings may be replaced in Rally Prepared.

6.2.D.12 VEHICLE CLASSIFICATIONS – Rally Prepared Category

Any non-metallic bushing, including any suspension, steering rack, engine, transmission, differential, and body/frame mount bushing, is allowed but the replacement must be non-metallic and attach to the original factory location without modification.

Motion: To approve rule change proposal. Hyatt/Elliott. PASSED 7-0.

11. Include revision approved in 2013 regarding hand-held devices.

6.3 VEHICLE/DRIVER SAFETY (Mandatory for all SCCA sanctioned RallyCross events. See Article 4.1)

All vehicles must pass safety inspection on the following points prior to competing. This applies at each event entered. Entry fees, if already paid, will be refunded if a car fails to pass the safety inspection. A safety inspection is not concerned with class compliance.

A. All loose items inside and outside the car (including the trunk and storage areas) must be removed. Hand-held items, including cameras and cell phones, are considered loose items.

Previously approved and released as a Member Advisory.

12. Revise RXB Duties to better conform to current rule revision guidelines & time frames.

A motion was made by Doctor to drop consideration of proposed rule #12 due to violation of RXB policy in failing to post the proposed rule for member comment. It did not continue for lack of a second. The RXB did not reach a conclusion as to whether all rule changes/revisions must be submitted for member input and will discuss the rule development process in 2014.

2.2 (RXB) Duties

...

C. The development process for current (and future) rules will follow this general timeline. RXB will agree on the concept for rules revisions, and post for member input. RXB will examine all member input and, if applicable, forward the change to the SCCA Rally and Technical Departments for specific wording.

If applicable, the specific wording will be forwarded to the SCCA Board of Directors for approval. The majority of rule changes for the subsequent year will typically be sent to the BOD for consideration per the RXB timeline at the BOD's August Meeting.

As some changes may need additional time for consideration by the RXB, the membership, or the BOD, these rule changes would be sent to the BOD for consideration by their December early November meeting.

Rules will be published with a stated effective date.

Motion: To approve rule change proposal with the adjustments above. Hyatt/Elliott. PASSED 7-1. Doctor opposed.

2.2 (RXB) Duties

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F. The RXB Chairman will serve as the Divisional Steward for any RallyCross event that is considered to be

above a Divisional-level event (i.e. National Championship). SCCA national office staff will serve as the Regional Executive and event organizers for these National events.

No motion for approval or changes made. NOT APPROVED. (This item will be tabled for future discussion.)

13. Allow alternate steering wheels for non-airbag-equipped cars in Prepared classes.

6.2.D. VEHICLE CLASSIFICATIONS – Rally Prepared Category

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23. For vehicles not originally equipped with steering wheel airbags, alternate steering wheels and their attachment mechanisms are allowed.

Motion: To approve rule change as proposed. Hyatt/Elliott. PASSED 7-0.

14. Specify that helmets must be worn during competition runs.

6.3.D. VEHICLE/DRIVER SAFETY

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P. Helmets must be worn by all drivers and passengers during competition. Helmets must be in good condition, fit properly, provide adequate peripheral vision and the chinstrap must be securely fastened. All helmets meeting the latest or two immediately preceding Snell Foundation standards (SA2010, SAH2010, SA2005, SA2000, M2010, M2005, M2000, K2010, K2005, K98), SFI standards 31.1, 41.1, 31.1A, 31.2A, 41.1A, 41.2A or British spec BS6658-85 type A/FR are acceptable.

Motion: To approve the proposed rule change. Hyatt/Foley. PASSED 7-0.

- National Championship Committee (Brent Blakely): The contract for the 2014 National Championship was amended recently by the hosting Region to require the National Championship course designers to have attended an event at the site in 2014 previous to the National Championship event. The RXB discussed this new requirement and its impact on the event.

Motion: To recommend that the contract at the I-80 Speedway site not be signed if it requires the course designers for the National Championship event to attend a prior event at the site. Hyatt/Elliott. PASSED 6-0-1. Doctor abstained.

Howard Duncan noted that the Southwest Division National Challenge date has been changed to April 5-6, 2014. Some discussion followed concerning pre-made and/or permanent courses. Examination of the rules post meeting will determine the length of time required prior to a National Challenge event that a pre-made course can not be run. Follow up will occur at the next RXB meeting.

- Marketing Committee (Ron Foley): Foley reported that the *SportsCar* article on the RallyCross National Championship is now out. Elliott pointed out that one of the contingency sponsors was overlooked and not included. Foley will look into running a retraction in the next issue.

In order to solidify contingencies and be able to make early announcements, Foley stressed that the Divisional RallyCross Stewards need to try to submit their National Challenge dates around the first of 2014.

- Divisional Steward Liaison (Stephen Hyatt): Hyatt reported a very successful Divisional RallyCross Stewards meeting with all 9 stewards attending along with 4 assistants. Discussion topics included Safety Steward license renewal and National Championship.

After the Divisional RallyCross Stewards meeting it was announced that the Northeast Divisional RallyCross Steward would be stepping down at the end of the year. The RXB discussed possible replacements. Hyatt stressed the need to have a formal process in place for replacing Divisional Stewards. Lightfoot volunteered to create a standard application form to aide in the search. The form will be posted at forums.

Old Business

- “Super Challenge” update (Howard Duncan): Duncan reported some concerns for the “Super Challenge” concept for 2014 because 1) the need to have sufficient entries at each event to ensure some profitability or at least allow the events to breakeven, and 2) the hosting Regions’ buy in and willingness to allow the National Office to run the events. Duncan stated that the concept may be premature for 2014 or until the program grows some more. Another concern is that not all the sites preplanned for a 2014 “Super Challenge” events are still available. He will continue to try to make it happen, but there are still many questions. Hyatt suggested asking the for BOD help to grow the RXB program by allowing the concept to go

forward without negatively impacting the National RallyCross budget.

- “What is RallyCross” video (Keith Lightfoot): Lightfoot reported that the script was finished up this week and that video pieces will be added to it in the next few weeks. There should be more information available at the December RXB meeting.
- Application of SCCA Operations Manual Section 2.2 to meetings of the RXB (Jerry Doctor): No progress to report yet. Tabled until a future RXB meeting.
- National Championship participant survey results: The RXB discussed the results from the National Championship participant survey and other post-event feedback. There were 63 respondents to the survey. Feedback was generally positive. Lightfoot requested that the results and any improvements the RXB is committed to make be shared with the membership.

New Business

- Preparation help from RX community (Brian Harmer): A competitor from the Solo community looking to build a RallyCross car contacted Harmer. He has looked for information and suggestions for building a RallyCross car through various forums but has been unable to find adequate information. Harmer suggested that the RXB contact those from the RallyCross community who have expertise building a good RallyCross car of a particular make (Honda, VW, Subaru, etc.) and ask them to start build threads to help those looking to build similar cars. Harmer emphasized going outside of the SCCA forums. The RXB will contact those who might be helpful in this endeavor.

Next meeting: December 4, 2013

Submitted by Karl Sealander, RXB Secretary

ROAD RALLY BOARD

ROAD RALLY BOARD MINUTES | November 5, 2013

The RoadRally Board met by conference call on November 5, 2013; meeting called to order by Rich Bireta at 7:50 pm CST.

In attendance: Chuck Hanson, Jeanne English, Len Picton, Clarence Westberg, Rich Bireta, Bruce Gezon, Sasha Lanz, Deena Rowland from the National Office and Bruce Lindstrand from the BOD. Not in attendance: Howard Duncan from the National Office.

The October minutes were approved (Bruce/Chuck/pass).

Front Burner Items:

1) 2013 USRRC Review

a. Quality of events? Hospitality? Other?

Jeanne liked the rallies, and thought that Dave Head did a good job on his rallies; Bruce thought they did a good job; Chuck said he enjoyed the weekend. Rich asked if the rallies were too hard – maybe the GTA; Chuck said he told Dave Head that he thought that the course rally was too tough; Bruce said that the course rally was “choppy”, with some traps resembling those often seen in Tucson. Rich asked how it compared to the Detroit (2012 USRRC) rally – Bruce thought this was harder. Nice article and results by Dave Head and Len Picton in the DC region newsletter; it has been given to Cheryl for publication in the next newsletter.

b. Town Hall discussion items?

Bruce described the Coker Tire Challenge of which the 2014 USRRC will be a part. Chuck went over the proposal for the 2015 changes; there were questions but no controversy. Chuck suggested that in the future, the Town Hall Agenda and supporting documents should be included in the competitors registration packets so that they could be better prepared to participate in the discussions. The venue for the Town Hall was good.

2) 2014 Coker Tire Run

a. Final action adopting 2014 Coker Tire Run as 2014 USRRC.

Jeanne will be liaison for 2014 event, with assistance from Bruce. It will be one event worth 30 points. At the USRRC Town Hall Bruce explained how we expect it to be; Bruce thinks we should have ‘our’ cars run separately from the Great Race cars, John Classen prefers they be interspersed, Bruce said that if we do that the GR cars will take hacks off of the SCCA cars. Bruce Lindstrand asked how many cars we expect – we’re hoping for 24 to 30. The event needs to be well publicized. Chuck asked if the course might include Tail of the Dragon (a well-known, very twisty, hill climb) – Jeanne will ask John.

Motion: The 2014 USRRC will be run in conjunction with the Coker Tire Challenge. Bruce/Jeanne/pass.

3) Divisional Rally Stewards Responsibility

a. Do the Regional Stewards understand their responsibilities and agree to fulfill them?

Sasha sent a questionnaire to all of them and got responses from all but Larry Scholnick (update: Sasha got his response the next day), all seem to agree with what they are supposed to do, but some say that they can’t do it all because there are not enough events in their regions; perhaps they should be given a challenge such as putting on a rally in a region that currently does not have rallies. Bruce asked if the RRB members could serve as DRRS liaisons, as was done in the past; Bruce will be liaison to NeDiv and Southeast, Jeanne will take SoPac, and Chuck will take Great Lakes. Norpac still has no DRRS; is there anyone we can encourage to take the position? Chuck said that Scott Forehand and Jack VonKaenel have expressed interest in getting some rallies going in regional North Carolina.

4) 2013 Championship Points Status

a. When should we expect 2013 Championship results? Bruce is working on it, GTA results are almost done, he hopes to have tour and course done by the first of the year (plus or minus). Rich said that if anything can be delegated, please do so.

5) 2015 USRRC (Jay Nemeth-Johannes Proposal)

a. Conference call with Jay, Howard and Rich was held the week of October 7. Both Jay and Howard were excited about the potential for this event – a destination rally, 3 days, easy, aimed at casual rallyists. Chuck and Gary Patrick had a conversation about this, with Chuck saying that there were lots of money hurdles, Gary will approach his Subaru contacts about backing this event; Howard said there may be some development money available.

6) Reconsideration of Article 11 – Classes

No action; no motion to reopen this.

7) Publicity Committee Responsibilities

a. Rich questioned the lack of output from publicity committee; Dave Head (2013 USRRC rallymaster of two events) has been busy with his rallies (had to make numerous changes) and had no time to give anything to the PubCom. Clarence whether his (Clarence’s) December event was still on as a National, since he has not seen any publicity about it on the SCCA website; Bruce Lindstrand said that if there is a problem getting this done to contact him.

- 8) Significant changes to 2015 Road Rally Championship (Chuck)
 - a. Rich has forwarded all feedback received via email and asked if there was discussion on this topic at the USRCC Town Hall or during rest breaks? Chuck heard some comments including: Fred Rosevear is against non-declares, but will live with it; Bob Morseburg thinks we are crazy for going back to a single series; there was discussion about whether there should be one series or separate series; we need to get input from the rally public. Ch said that the RRB needs to come up with a formal proposal, and put it out for comments; we need comments by mid-June. Bruce suggested that we should try to come to an agreement within ourselves before convention in March, so we present a united front. Can we do this by our February meeting? Perhaps we should have two proposals to present. Clarence asked if anyone can say anything new, that hasn't already been said. Rich conducted a poll of the RRB members to see if we are all in agreement for single series: Chuck - no, Clarence - yes, Bruce - yes, Jeanne - yes, Sasha - no, Len on the fence. Bruce does not want worker points as part of the championship; Chuck does. Another poll about worker points: Bruce - no, Chuck - yes, Clarence - no, Jeanne - doesn't care, Sasha - yes, Len - doesn't care, Rich - no.
 - b. Len said that there appeared to be at least 3 different versions of the NEC proposal in circulation: Dropbox, yahoo, forum and the initial one; he was having difficulties keeping straight which version was being discussed. Len said that he does not like the RRB/NEC telling him what to do; he feels that way because of vague wording on time and mileage, and the need to follow the RRRs but exceptions will be allowed. Bruce said that we need to make sure the wording does not scare away events, that it not be too tough with too many hard and fast rules. Len questioned Article 2.D (regional road rally rules); at our last meeting it was decided that this was too ambiguous
 - c. Rich asked that Chuck please distribute the 2015 proposal for next month's meeting
- 9) 2014 RRRs Update Status?
 - a. Where are we on getting the RRRs out for 2014? They are still being worked on; since the final points standings will not be ready, do the RRRs without them.
- 10) 2014 RRB Members
 - a. Rich posted a solicitation for RRB members for next year. Two responses were received. No vacancies anticipated for 2014. Suggested Action: We inform or BOD Liaison that we would like the RRB composition to remain the same for 2014, including Rich as Chair. Motion: Rich/Chuck/pass
 - b. 2015 RRB Vacancies: Jeanne and Sasha complete 6 years (2 terms) and will be leaving the RRB. Rich and Clarence will have completed their first 3 year term. Bruce and Len will have completed their first year. Chuck will have completed his fourth.
- 11) 2014 SCCA Convention Road Rally Track
 - a. Rally sessions are in the Drop Box.
Bruce said that we should do 'WHY IS road rally important to your region'? Rich said there will likely be an RE session at which all competition boards get about 10 minutes to make a presentation. Why do Road Rally? It is an entry level event, social, and cheap. Rich has a short presentation about this that he will distribute to the RRB.
- 12) Single Car Classes
 - a. Sasha said that the recent combination event in Indy region had 6 entrants for 5 classes. RRB action on combination events raises the issue of how much direction/interference is appropriate for the RRB to dictate to Regions which are historically very autonomous (ref: Jeff Dahnert's Sports Car column of recent months). Clarence said that he doesn't think we should meddle in how regions stage their events and that no new rules are needed; what can be meddled with is counting points for the series; the proposed 2015 series rules can address this. If a region wants to use combination events work to grow their rally program, it's none of our business but it is our (RRB & NEC) business to figure out how they count.
Chuck thinks with the new class A, B, and C proposal, without an experience component except for C, single car classes will go away of their own accord. Bruce suggested that a Committee be required to choose which category of combination events will count for the Championship; not prohibit such events, only choose.
- 13) Placing the WDCR Rally School Textbook in the Toolbox
 - a. Len said that this has been mentioned/discussed twice before and one time he actually thought it had been completed, but it hasn't. He would appreciate knowing what the obstacle was/is and how it can be overcome. It should be put in the Toolbox as a reference that can be used for years. Rich will get it formatted for the SCCA website; Deena will take care of posting it.
- 14) Reorganizing the Toolbox
 - a. Len is willing to undertake this task provided that he understands the obstacles to getting it posted once he has completed it. Once the reorganization is planned, is this something Deena can do or will it require assistance from SCCA IT? Len asked if anyone have any thoughts on how to do this, within the next month, please.
- 15) Access to email addresses of members in neighboring regions of those who have listed Road Rally as an area of interest. Len is bordered by regions with no RR program, and he wants to be able to contact them. Sasha said that he can help Len with this.

- 16) New business, open forum.
 - a. Combination events - are they staying or going away? They are a significant source of one car classes. What if only one of the events was for points, the others not so that people who want points know which one to run. (see item 12 above)
 - b. The SCCA Forum has been up for about two weeks.

- 17) Pick your "one RRB-task" this month?
 - a. Jeanne - Completion of November minutes for FastTrack
 - b. Bruce - Release of 2013 Championship Standings
 - c. Clarence - Press Release for Yucatan Safari National Rally
 - d. Chuck – 2015 rules proposal
 - e. Len – tool box, and regional development
 - f. Sasha – getting with Len
 - g. Deena – find out what happened to our conference call (not all could get in)? (Update: apparently there were two conference calls scheduled at the same time, and not enough lines for everyone to call in)

Committee Reports (See DropBox for any committee reports):

Rules Committee (Bruce)

Publicity Committee report (Sasha) –

National Events Committee (Chuck):

- 1) National Sanction Fees
 - a. Under review by SCCA HQ – no change.
 - b. Deena said it is still in the office with Howard and has not gone to the BOD yet; Bruce Lindstrand said it has been discussed, he will try to get more info
- 2) 2014 National date requests received – Steel Cities and Arizona Border Regions

Jeanne and Bruce will be the 'official RRB observers' at the upcoming AZ Border regionals and will report back to the NEC immediately after the rallies. The decision will then be made whether or not to sanction their proposed March nationals; the March nationals will be rallymastered by

Dave Jameson and Karl Broberg; Jeanne will precheck them.

Regional Development Committee (Rich) – nothing to report.

Back Burner Items:

1. Ongoing issues with SCCA.com (Deena)?
 - a. Forum stability
 - i. Numerous members have reported that the scca.com/forum stability has been very poor this month.
 - ii. Email subscriptions are still being lost.
 - b. Racing on Street for Road Rallying is back on scca.com.
 - i. The RRB would like to go on the record once again requesting the "What can I do with my car" pop up either be corrected or removed. Currently when one indicates that one wants to go racing on the street, the view that is shown is the SCCA Road Rally web page. Rallying is not racing on the street.
2. Worker Recognition (June Minutes) – nothing this month
3. 2014 Strategic Plan
 - a. Tabled due to lack of time

Reminder: 2014 SCCA Convention: Charlotte, NC, March 7-9, 2014

- a. Tentative road rally sessions are in the Drop Box

Meeting adjourned at 10:00 CST

Next meeting December 3, 2013, via telephone conference.

Respectfully submitted,

Jeanne English, RRB Secretary

ROAD RALLY TOWN HALL

ROAD RALLY TOWN HALL | October 19, 2013

RRB members Chuck Hanson, Jeanne English and Bruce Gezon were present. Chuck called the meeting to order at 5:30 pm EDT.

2014 USRRC: Bruce talked about the proposal that the USRRC be held in conjunction with the Coker Tire Challenge, a Great Race-style event. We would run using SCCA classes, with our cars running at the head of the rally, price likely to be \$350, we will score as a single rally run over three days. Coker Tire is the sponsor, and they provide great hospitality. For the USRRC to be successful, we need people from other clubs to come; we need to encourage others to come; new to all is running with equipment.

Questions: Jack VK – are the roads chosen for all cars? Bruce – speeds are slower overall, such as CAST at “MPH”.

Dave Jameson – timing in seconds? B – on the speedometer check, times are to the tenth of a second, for checkpoints timing is in seconds.

Rick Beattie – will we use Great Race type instructions? B – yes.

Dave Jameson – will there be logs? B – maybe at lunch; rally is all passage checkpoints.

We need to bring new people out to rally; Cheryl Babbe’s calendar is for ALL rallies, not just SCCA; www.comeroadrallywith.us/calendar; the more rallies that get listed, the more chances for people to participate.

Chuck – Are there any other non-contentious items to discuss?

Chuck – For 2014, we are using the same classes we have now, and we are formally recognizing the use of smart phone apps

Proposal for 2015 – Chuck handed out a document which described the proposal.

Chuck – there are several problems currently; RRB is proposing to redefine the classes and combine the three current series into 1 series which offers more events. Classes will be redefined as A, B, C, trying to fix one car classes. Chuck read the definitions of the new classes and ‘equivalencies’.

Craig Lane – what is the ‘split in the community’? Answer - Tour vs Course vs GTA.

Bruce – even though series were combined previously, and seemed to not work, there are differences this time, e.g. regionals now count, you can’t run everything and have all count, it’s best x of y. Bruce expects tour people to have lots of events, but course and GTA people will have harder time

Fred Rosevear – will there be non-declares? Yes

Bruce – we need suggestions on how to cut down on one-car classes; there are lots of creative people here, so put your thinking caps on.

Jim Wakemen, Sr – likes the new classes, says it eliminates the unfairness of the experience factor

We need to find way to get new people in without them feeling like that are being hit on the head.

Nathan Harris – ITN has a training class at the beginning of year and offers free entries

Stu Helfer – local competitors with computers must be in class A, not C

Kyle Rand – SCCA member for 5 yrs, age 27, got into rally from crosspollination from autocross; mostly, RX seems to not bleed over to rally, how do we ‘crosspollinate’?

Dave Jameson – ‘L has gone down the tubes’. Chuck – the RRB has had many discussions about this

Fred Rosevear - L cars in his region are competitive

Bruce – communication between driver and navigator is imperative in L and tours

Chuck – we are soliciting feedback, pro and con, on this 2015 proposal.

Chuck – no more questions?

Town Hall adjourned at 6:15 pm EDT

Respectfully submitted,
Jeanne English, secretary

QUICK LINKS

The following items have been removed from regular inclusion in Fastrack News and can be found on SCCA's Web site at the following links:

CLUB RACING

50th SCCA National Championship Runoffs Event page: <http://www.scca.com/runoffs>
Accredited Driver Licensing Schools: <http://www.scca.com/clubracing/content.cfm?cid=50864>
Forms: <http://www.scca.com/downloads/#club>
Technical Forms: <http://www.scca.com/clubracing/content.cfm?cid=44472>
General Competition Rules (GCR): <http://www.scca.com/clubracing/content.cfm?cid=44472>

SOLO

Tire Rack SCCA Solo National Championships: <http://www.scca.com/solonationals>
Forms: <http://www.scca.com/downloads/#solo>
Rulebook: <http://www.scca.com/downloads/#solo>

RALLY

Forms: <http://www.scca.com/downloads/>
Rulebooks: <http://www.scca.com/downloads/>

SCCA NATIONAL CONVENTION

Event page: <http://www.scca.com/news/index.cfm?cid=51448>

EVENT CALENDAR: <http://www.scca.com/events/>