

## CLUB RACING BOARD

### SCCA Club Racing Board Minutes | April 3, 2012

The Club Racing Board met by teleconference on April 3, 2012. Participating were Jim Wheeler, Chairman; Chris Albin, Fred Clark, Jim Drago, Peter Keane, Tom Start, Mirl Swan, and Pam Richardson, secretary. Also participating were: Todd Butler and Richard Patullo, BoD liaisons; Terry Ozment, Vice President of Club Racing; Doug Gill, General Manager, Technical Services Department; and John Bauer, Technical Manager, Club Racing. Jerry Wannarka, Chairman of the BoD participated as a guest. The following decisions were made:

#### SUGGESTED RULES FOR 2013

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 <http://www.crbscca.com/> or [www.clubracingboard.com](http://www.clubracingboard.com).

#### GCR

1. #7214 (Terry Ozment) 15-year old licensing change  
Change Appendix C, GCR 2.6.G: G. A 15 year-old must complete his first SCCA driver school in a car **not classed in GT1, GT2, FA, FB, FS, ITR, STO, ASR, CSR, DSR, or T1.** from one of the following classes: FV, FST, FF, SRF, SM, HP, T3, SSB, SSC, ITA, ITB or ITC. Upon successful completion of the first school, any car may be used thereafter, or a regional-only class car of similar performance as determined by the Chief Steward.

#### Formula/Sports Racer

##### SR

1. #7811 (David Arken) National Class Management

#### Sports Racing Consolidation

Over the past few racing seasons, DSR's performance has improved, such that, at many tracks, DSR lap times are the fastest of any SCCA class. SCCA never intended this level to be the performance capability for DSR. This has resulted in almost identical lap times for CSR and DSR. However, by combining CSR and DSR, a significant performance gap would be created between SRF and CSR/DSR, suggesting a need for a class in Sports Racing between the two.

The recommended rule changes outlined below would address these two issues and reduce the number of Sports Racing classes by one. The philosophy is intended to re-create the clear three-step progression in performance in the Sports Racing categories of previous years. This philosophy is under development and does not yet include the requirement for a long term plan beyond the next 3-5 years. As the philosophy develops, the CRB will include attrition plans for classes that fail to thrive as well as plans for how new engines, technologies and parts will be accepted and proved. The classes will be re-named as follows: **SR1, SR2, and SR3. Current CSR and most DSR cars will be combined into SR1.**

#### Recommended rule change for 2013

**SR1** - Current CSR and DSR cars combined into one class. This class would have open aerodynamic modifications and a performance potential with the current fastest CSR and DSR cars. Current CSR and DSR rules, with some modifications, will remain.

**SR2** - There is room in this middle class for both the high volume manufacturer and the "home builder." This middle ground would still welcome innovation and creativity in a more managed fashion. Manufactured cars such as the S2000 and Stohr, and home built cars, would both be welcome. The final rule set would guarantee both types of cars would be competitive. Engine performance, and therefore costs, would be actively contained. The CRB is working diligently to accomplish this with the least expense to current competitors.

No under body aerodynamic modifications would be permitted behind the roll bar. In front of the roll bar, the current rules would remain in effect. Floors, tunnels and diffusers behind the roll bar will not be allowed. A flat tray under the engine will be permitted

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with its only purpose to protect the engine.

The use of some materials would not be allowed. Also, specific application of some materials would be controlled such as:

- Brake rotors must be metallic materials only
- Carbon or titanium in the suspensions systems would not be permitted

Engines will be limited by methods such as:

- No turbo charging would be permitted
- Engine RPM will be limited to 13,000 rpm (beginning June 1, 2013)
- Maximum compression ratio of 13:1 (beginning January 1, 2014)

The CRB will write additional rules and restrictions before final implementation of this class.

Current DSR cars will have the option of moving down to SR2, with modifications required to restrict their performance to SR2 levels.

S2000 would not exist as a National class but the cars would become eligible for SR2.

The European rule set for S2000 (up-rated higher HP MZR, spec wing, etc.) would apply. Competition adjustments (including reducing weight) will be made based on track performance. The objective would be to bring the up-rated S2000 cars in performance parity with other SR2 cars within the 2013 competition year. This changes the performance potential of S2000 with the clear objective of complete inclusion and competition within SR2. There is no expectation that S2000 would regain National class status. A Regional, only, S2000 class could be a possibility.

**SR3** – Formerly SRF, with current rules maintained.

### **Formula Consolidation**

#### **Recommended Rule Change for 2013**

**FE/FM** beginning January 1, 2013

Combine FE with FM. It is felt that in the current racing environment one “spec” formula car class is sufficient to serve SCCA Club Racing.

- The single class will retain all of the “spec” concepts embraced by both groups
- Both groups retain their cars in current form and there is no attempt to mold one into the other
- The combined class would be the third largest in Club Racing and the largest formula car class, even surpassing FV
- Lap times at different tracks are close but, most importantly, both groups make their lap times in similar fashion at the same place on the track and will race well together
- Runoffs trap speeds at Road America are very close
- The CRB acknowledges that FE may have a slight advantage with its more modern suspension and, if necessary, the CRB will use competition adjustments to level the playing field
- FM competition is highly “Regionalized;” therefore, combining the 2 classes will provide a more diverse National presence for the single class
- In 2011 FE had 16 Runoffs entries while FM had only 13. The combination would provide an enhanced Runoffs experience for both groups

### **SRF**

1. #7657 (Mike Davies) Rear/Tail minimum weights

Change Minimum Rear weight requirement in 9.1.9.C.5: Rear ~~30~~ 27 lbs.

**Grand Touring  
GTL**

1. #7462 (Kyle Disque) Grill opening clarification

Add to GT-2, GT3, GTL rules: 9.1.2.F.4.h.6: *Radiator intake and brake openings may be covered with screen and/or taped as necessary to protect the radiator and/or regulate air flow.*

**Super Touring  
ST**

1. #7402 (Club Racing Board) Allow JDM and Euro Spec Engines

Create new section 9.1.4.G.2 by adding the following language: *Engines from vehicles not available in a car delivered in North America will be considered and approved on a case-by-case basis for use in ST. For an engine to be considered, a member must submit to the CRB a Vehicle Technical Specifications (VTS) sheet with all engine parameters filled out. Copies of the appropriate factory shop manual are also useful for this consideration. Any deviations from the STCS that will be required for installation (e.g., trans adapter plate, alternate intake manifold, etc) must be noted in the "Requested Non-Stock Allowances" section, otherwise they will not be allowed. Once this information is received and considered, any approved engines will be noted in a separate table within the STCS.*

**Improved Touring  
ITB**

1. #3282 (David Russell) Include LH-Jetronic 1.0 in the notes section

Re-classify the Volvo 240 line from ITB to ITC:

<b>ITB</b>	Engine Type	Bore Stroke (mm) / Displ. (cc)	xValves IN / EX (mm)	&Comp. Ratio	Wheel-base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
<b>ITC</b>	Volvo 242 /244 2.0 (1975)	4 cyl SOHC 88.9 x 80.0 2127	(I) 44.0 (E) 35.0	8.7	104.0	15	3.13, 1.99, 1.36, 1.00, 0.80	(F) 262 vented Disc (R) 280 solid Disc	2780 2570	

<b>ITB</b>	Engine Type	Bore Stroke (mm) / Displ. (cc)	xValves IN / EX (mm)	&Comp. Ratio	Wheel-base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
<b>ITC</b>	Volvo 240 2.3 (83-95) (83-93)	4 cyl SOHC 96.0 x 80.0 2320	(I) 44.0 (E) 35.0	10.3	104.3	15	4.03, 2.16, 1.37, 1.00, 0.80 or 4.03, 2.16, 1.37, 1.00, 0.82	(F) 262 vented Disc (R) 280 solid Disc	2780 2735	

<b>ITB</b>	Engine Type	Bore Stroke (mm) / Displ. (cc)	xValves IN / EX (mm)	&Comp. Ratio	Wheel-base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
<b>ITC</b>	Volvo 242 /244 2.1 (76-82)	4 cyl SOHC 92.0 x 80.0 2127	(I) 44.0 (E) 35.0	9.3	104.0	15	3.71, 2.16, 1.37, 1.00, 0.80	(F) 262 vented Disc (R) 280 solid Disc	2780 2570	Bosch CIS injection or LH-Jetronic Injection

**Production**  
None.

**American Sedan**  
None.

**Showroom Stock**  
None.

**Spec Miata**  
None.

**Touring  
T**

1. #7840 (Club Racing Board) National Class Management - Touring Consolidation for 2013

The CRB has developed a proposal for consolidation of the Touring and Showroom Stock classes for 2013. There will be 4 Touring classes, with all Showroom Stock cars located within a Touring class, based on their performance capability. A majority of the Touring rules will be retained, but, at the top of the description of each Class below, there may be a set of philosophical proposed changes. This proposal will be presented to the Board of Directors (June 2012). The CRB encourages your feedback on this framework for the proposal. Many details are still in review. If you have comments or suggestions, please send them to

the CRB via the form at <http://www.crbcca.com/> or [www.clubracingboard.com](http://www.clubracingboard.com).

**Class 1:**

All

Cars in class permitted the following changes:

- No Interiors
- Shocks Open; **After market Springs and sway bars assigned on a case-by-case basis**
- **Maximum 3.0** degrees of negative chamber is allowed on front and rear suspensions. Strut suspensions may de-camber wheels by the use of eccentric bushings, eccentric bolts (crash bolts) at the strut-to-spindle, and/or by use of slotted adjusters at the top of the strut mounting plate. If upper strut slotted plates are used, they shall be located on existing chassis structure, utilizing the manufacturer's original bolt holes and may not serve as reinforcement for that structure. On other forms of suspension, camber adjustment may be achieved by the use of shims and/or eccentric bushings.
- **OEM ECU only (Re-Flashing permitted)**
- Non-OEM Engine Cooler, Transmission Oil and Differential Cooler are permitted
- Parking brake assemblies may be removed
- Cars allowed to replace OEM upper and lower A-Arm bushings with polyurethane or Delrin bushings.

CLASS 1	Bore x Stroke(mm)/ Displ. (cc)	Wheelbase (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Acura NSX (97-03)	93.0 x 78.0 3200	2530	16x7(F) 17x8.5(R)	215/45/16 245/40/17	3.07, 1.96, 1.43, 1.12, 0.91, 0.72	4.06	(F) 297 Disc (R) 302 Disc	3100	Member to request re-classing car, required.
BMW E92 M3 (08-12)	92.0 x 75.2 3999	2761	F:18x8.5 R:18x9.5	265/40	4.06, 2.37, 1.58, 1.19, 1.000, .87	3.85 or 3.15	F:360x30 R:350x24 or	3300	<b>StopTech Brake Kit permitted: 380x35mm 6-piston caliper Part# 83.160.6D00.XX (F) and 355x35mm 4-piston caliper Part# 83.160.0047.XX (R) Brembo Brake Kit permitted: 365x34mm (F) part # xxx 6-piston caliper and 345x28mm (R) part #xxxxxx 4-piston caliper Alcon Brake Kit permitted: 365x32mm (F) part # BKF9751ZG70L 6-piston caliper and 348x28 (R) 4-piston caliper (R) part # BKR9856B20L</b>
BMW M3 GTS (2010)	92.0/82.0 4361	2761	F:19x9 R:19x10	F:255/35 R:285/30	4.78, 3.06, 2.15, 1.68, 1.39, 1.20, 1.00	3.15	F:378x32 R:380x28	3400	<b>StopTech Brake Kit permitted: 380x35mm 6-piston caliper Part# 83.160.6D00.XX (F) and 355x35mm 4-piston caliper Part# 83.160.0047.XX (R) Brembo Brake Kit permitted: 365x34mm (F) part # xxx 6-piston caliper and 345x28mm (R) part #xxxxxx 4-piston caliper Alcon Brake Kit permitted: 365x32mm (F) part # BKF9751ZG70L 6-piston caliper and 348x28 (R) 4-piston caliper (R) part # BKR9856B20L</b>
Cadillac CTS-V (06-07)	101.68 x 92.0 5967	2880	18 x 9.5 (F&R)	295/35 max.	2.97, 2.07, 1.43, 1.00, 0.84, 0.56	3.73	(F) 355 Vented Dsc (R) 365 Vented Disc	3550	<b>GM Cooling Kit allowed (Engine Oil Cooler Kit PN 25534461, Trans. Cooler PN 25534462, Rear dif. cooler PN 25534463, Brake duct extension (through fog light) PN 25534464, Radiator kit PN 25534465, Fuel tank sender kit PN 25534466. A max of 275 tires on 9.5-inch wide wheels is allowed. This max. tire size supersedes TCS 9.1.10.D.7.b. Front Spring (550lb) #25534467, Rear Spring (550lb) #25534468, Front Roll Bar (36mm) #25534469, Front Isolator #25534470, Rear Roll Bar (24mm) #25534471, Rear Isolator #25534472, F&amp;R Links #25534473</b>
Chevrolet Camaro SS, 1LE (10-13)	103.3 x 92.0 6162	2853	20x10 (F & R)	295/35 (F & R)	3.01, 2.07, 1.43, 1.0, 0.84, 0.57	3.45	(F)355 x 32 Vented (R)365 x 28 Vented	3600	<b>1LE-SS Track Pack permitted. Tower Brace 22756880, oil-air separator 12653074, 57 mm flat plate restrictor required</b>
Chevrolet Camaro SS (98-02)	99.0 x 92.0 5666	2568	17 x 9 (F & R) 16x10(F) 16x11(R)	275/40/17	2.66, 1.78, 1.30, 1.00, 0.74, 0.50	3.42	(F) 300 Vented Disc (R) 302 Vented Disc	3280	35mm front sway bar & 31mm rear sway bar is permitted. Springs: (F) 550 lb/in (R) 130 lb/in

Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01- 04)	99.0 x 92.0 5666	2655	18x10 (F) 18x11 (R)	315/35/18 (max) (F&R) Rear tires may protrude up to 1.0" with GM T1 Perf. Susp. pkg. Max. camber: (F) -3.5 (R) -2.5 with GM suspension pkg.	(C5): 2.66, 1.78, 1.30, 1.00, 0.74, 0.50 (Z06); 2.97, 2.07, 1.43, 1.00, 0.84, 0.56	3.42	(F) 325 Vented Disc (R) 305 Vented Disc May use two-piece steel rotors with aluminum hats up to 5% larger than 340/330; Any four piston calipers and brackets are permitted. Any brake caliper pistons are allowed; may use the Wilwood SL6R brake caliper.	3300	GM Motorsports T1 suspension pkg. (Part # 12480062) is permitted. Parts for Z06 upgrade: LS6 Engine Assy.: P/N 88894057, Engine components if using LS1 block: LS6 cylinder head: P/N 12560801, LS6 intake manifold: P/N 88890524 or 12480075, LS6 camshaft: P/N 12560950, LS6 valve springs: P/N 12565117, LS6 valve shims: P/N 12565118, Lifter valley cover: P/N 12568002, PCM: P/N 12200411, LH Exh manifold: P/N 12561255, RH Exh manifold: P/N 12561256. C-5 exhaust system may be modified to mate to Z06 exhaust manifolds. Cage attachment points may be on the frame. Floor may be modified to facilitate installation of cage mounting plates. Wrapping of tie-rod ends to shield heat is permitted. This max. tire supersedes TCS 9.1.10.D.7.b. C6 calipers permitted. Alternate wheel bearings SKF Part # BAR 5049C permitted. OEM or equivalent carbon fiber hood is allowed. <del>The stock exhaust manifolds may be replaced with any headers that connect to the catalytic converters or to the converter replacement pipes allowed in 9.1.10.D.1.h without other modification to the exhaust system. The header may replace the catalytic converter replacement pipes.</del> Entire parking brake assembly (including interior lever) may be removed. The A.I.R air pump system may be removed. <b>Flat plate restrictor XXXmm</b>
Chevrolet Corvette C6 Coupe (05-10) / Grand Sport (10-12)	101.68 x 92.0 5967 (LS2) 103.26 x 92.0 6162 (LS3)	2685	18 x 10 (F) 19 x 11 (R) or 18 x 11 (F) 19 x 13 (R)	315/35 max. (F&R) or 315/35 max (F) 345/35 max (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.  ----- LS2 may use Grand Sport brake package. Any brake caliper pistons allowed. May use any four piston brake caliper and brackets with a 50 pound weight increase. Z06 brake calipers allowed.	LS2: 3180 LS3: 3400 Add 50 lbs. for larger wheels and/or tires	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 (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. Entire parking brake assembly (including interior lever) may be removed. <b>LS2: XXmm flat plate restrictor is required</b> <b>LS3: XXmm flat plate restrictor is required</b>

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)	315/35 max. (F&R) or 315/35 max (F) 345/35 max (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.  - Any brake caliper pistons allowed. May use any four piston brake caliper and brackets with a 50 pound weight increase. Z06 brake calipers allowed.	3400	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. Entire parking brake assembly (including interior lever) may be removed. LS2: XXmm flat plate restrictor is required LS3: XXmm flat plate restrictor is required
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	3600	Differential Cooler Kit (Part # P5007010), Alternate Oil Pan (Part # P5007009), Throttle restrictor between each throttle body and plenum is mandatory: 0.060" flat steel plate with one XXmm hole. This max. tire supersedes TCS 9.1.10.D.7.b. Alternate radiator Parts Rack part #RDR1 or Roe Racing #SKU102-205 allowed. May update to 03-06 Viper brakes. Entire parking brake assembly (including interior lever) may be removed.
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 suspension 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 XXmm hole. 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: Dodge differential and trans. coolers, part # 4510173, Ron Davis radiator # 18VP03, 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. This max. tire supersedes TCS 9.1.10.D.7.b. Rear parking brake calipers may be removed. 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. Entire parking brake assembly (including interior lever) may be removed.

Ferrari 360 Modena & Challenge (00-02)	85.0 x 79.0 3586	2600	18 Alum	(F) 235/45 (R) 315/30 (max)	3.29, 2.16, 1.61, 1.27, 1.03, 0.95	4.44	(stock) (F&R) 330 Vented Disc (Challenge) (F) 355 x 32 Vented Disc (R) 330 x 18 Vented Disc	2875	Member to request re-classing car, required.
Ford Mustang Boss 302 (2012);	92.220 x 92.7 4957	2720	18 X 11 (F) 18 x 11 (R)	315/35 (F) 315/35 (R)	3.66, 2.43, 1.69, 1.32, 1.00, 0.65	3.73	(F) 355 x 32.1 Vented (R) 300 x 19.2 Vented	3500	Flat plate restrictor XXXmm
Ford Mustang GT 5.0L (10-12)	(92.220) x (92.7) / (4957)	107.1	18 x 10 (F) 18 x 10 (R)	295/35 max	3.66, 2.43, 1.69, 1.32, 1.00, .65	3.31	(F) (355) x (32.1) Vented (R) (300) x (19.2) Vented	3500 <del>with alt-</del> <del>driveshaft-3700</del> <del>(see notes)</del>	The following parts are allowed: GT/CS Front Fascia #BR3Z-17626-AA, GT/CS Rear Fascia #AR3Z-17F828-AA, Ford Accessories Spoiler #AR3Z-6344210-CA, 14" Brembo Brake Kit #M-2300-S, Rear Axle Cover #M-4033-K, Spring Kit #M-5300-A (M-5310-A front, M-5560-A rear), Strut Tower Brace #M-20201-S197, Swaybar Kit #M-5490-A, 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. <del>57mm flat plate restrictor required: Ford Racing oil pan #M-6675-M50BR permitted. Driveshaft from The Driveshaft Shop part number FDSH22-A-CV1 is allowed.</del>
Lotus Sport Exige Cup 255 (2007)	82.0 x 85.0 1796	2300	16 x 7 (F) 17 x 8 (R)	195/50 (F) 225/45 (R)	3.12, 2.05, 1.48, 1.17, 0.92, 0.82		(F) 308 Vented Disc (R) 288 Vented Disc	2090	Member to request re-classing car, required.
Maserati Coupe GT Cambiocorsa (2004)	92.0 x 79.3 4244	2660	18 x 8 (F) 18x9.5 (R)	235/40 (F) 265/35 (R)	3.29, 2.16, 1.61, 1.27, 1.03, 0.85	3.73	(F) 333 Vented Disc (R) 310 Vented Disc	Coupe: 3825 Cambiocorsa: 3900	Member to request re-classing car, required.
Mitsubishi Lancer Evo 8/9 / RS / GSR / MR (03-06)	85.0 x 88.0 1997	2624	17 x 9 (F&R)	235/45 (F&R) or 275/45 (F&R)	2.93, 1.95, 1.41, 1.03, 0.72 or 2.91, 1.94, 1.43, 1.10, 0.87, 0.69	4.53	(F) 276 / 320 Vented Disc (R) 284 / 300 Vented Disc	3500	Permacool trans. oil cooler #1006 or Setrab #SET616 and Mocal pump # MOC-17522HT, AMS front and rear springs #AMS-SCCA01 allowed or AMS front and rear spring kit #AMS-SCCA02 including Genesis Technologies 2" spacer allowed. <del>41mm Turbo Inlet Restrictor required</del> -Koyo Radiator #KOY-R2676 allowed. Alternate AMS front sway bar permitted #AMS-SCCA-SBF02, alternate rear sway bar permitted #AMS-SCCA-SBR02. <b>Turbo Inlet restrictor XXXmm</b>
Mitsubishi Lancer Evo X / GSR / MR (08-11)	86.0 x 86.0 1998	2650	18x9 (F&R)	245/40 (F&R) or 275/45 (F&R) MAX	2.857, 1.950, 1.444, 1.096, .761 or 3.655, 2.368, 1.754, 1.322, 1.008, .775,	4.687 or 4.062	(F) 350 Vented Disc (R) 330 Vented Disc	3599 <del>with/or</del> <del>without paddle</del> shifter	Setrab #SET616 and Mocal pump # MOC-17522HT, AMS front and rear springs SCCA01-EVO X – AMS. 2" Genesis Technologies spacers allowed. <del>42mm Turbo inlet restrictor required</del> : Alternate AMS front sway bar permitted #SCCA-SBF02 EVO X, alternate rear sway bar permitted #SCCA-SBR02 EVO X. <b>Turbo Inlet restrictor XXXmm</b>
Nissan 370Z (09-11) / 370Z NISMO Edition (09-11)	95.5 x 86.0 3696	2550	19 x 9 (F) 19 x 10 (R)	275/30 (F) 275/35 (R)	3.79, 2.32, 1.62, 1.27, 1.00, .79	3.69	(F)320 x 28 Vented (R)320 x 16 Vented	3200	5300S-SS370 T-2 spring kit allowed; 54600-SS370 T-2 front and rear sway bar kit allowed. Sports Package is allowed. (2) 40mm flat plate restrictors required. <b>Members allowed to request additional NISMO parts: i.e.: cold air boxes, etc for approval</b>
Pontiac GTO (04-06)	99.0 x 92.0 5665 101.68 x 92.0 5967	2788.9	17 x 9.5 (F&R)	245/45 or 275/35 (max) (F&R)	2.97, 2.07, 1.43, 1.00, 0.84, 0.57	3.46	(F) 296/320 Vented Disc (R) 286 Vented Disc	5665cc @ 3580 5967cc @ 3680	Member to request re-classing car, required.
Porsche 911/ 997 GT3 (03-05)	100.1 x 76.5 3600	2355	18 x 8.5 (F) 18 x 11 (R)	235/40 (F) 295/30 (R)	3.82, 2.15, 1.56, 1.21, 1.00, 0.85	3.44	(F) 350 Vented Disc (R) 330 Vented Disc	3400	H&R Springs (F) HRF 200-60-100, (R) HRF 140-70, tender springs 60-60-25, and spring holders ZT-1-X002A01 allowed. <b>XXmm flat plate restrictor is required</b>
Porsche 911 / 996 (98-05)	96.0 x 78.0 3400 100.1 x 76.5 3600	2454	18 x 8.5 (F) 18 x 11 (R)	245 (F), 295 (Max) (R)	3.82, 2.20, 1.52, 1.22, 1.02, 0.84	3.44	(F) 318 Disc (R) 299 Disc	3200	Engine & transmission coolers are free. Ducting for coolers is free, provided it doesn't change size and/or shape of factory body panels. Spring rates are free. Sway bar size & configuration is free. Ducting of air to rotors is allowed. Removal of rotor dust shields is allowed. Seats, steering wheel & shift knobs may be replaced. Spoilers & bumper/airdams are free provided they do not exceed the max. body width by any amount and/or the max. body length by more than 1". Rear wings may be no higher, relative to the roofline, than a factory, non-extended, 3.8 RSR wing. Camber adjustment slots may be elongated. Porsche Motorsport rear control arms allowed.

Porsche 911 Carrera S (05-07)	99.0 x 82.8 3824	2350	(F) 19 x 8 (R) 19 x 11	(F) 235/35 (R) 295/30	3.91, 2.32, 1.61, 1.28, 1.08, .88	3.56	(F) 331 Vented Disc (R) 331 Vented Disc	<b>3200</b>	<b>Member to request re-classing car, required.</b>
Saleen Parnelli Jones Mustang (2007)	90.2 x 90.0 4601	2720	18 x 9.5	275/40	3.38, 2.00, 1.32, 1.00, 0.68	3.73	(F) 355 Vented Disc (R) 300 Vented Disc	3460	<b>Member to request re-classing car, required.</b>
Steeda Q335 Mustang (2007)	90.2 x 96.5 4931	2720	19 x 9 (F) 19 x 10 (R)	285/35	3.38, 2.00, 1.32, 1.00, 0.68	3.73	(F) 355 Vented Disc (R) 300 Vented Disc	3460	
Subaru Impreza WRX STi (03-07)	99.5 x 79.0 2457	2540	17 x 9	275/40	3.64, 2.38, 1.76, 1.35, 0.97, 0.76	3.9	(F) 323 Vented Disc (R) 313 Vented Disc	<b>3400</b>	The following parts are allowed: Fluidyne oil cooler # DB30120-10, trans. cooler # DB30115-8, diff. cooler # DB30115-8, cooler pump # WEL-K9200A, Mocal oil cooler #825a105, trans cooler # oc1197-6, Phoenix Performance brake duct kit # IPBK01. <b>41mm-Turbo-Inlet-Restrictor required.</b> AMS front and rear springs #AMS-SCCA-STIST1 allowed. Front Sway bar Whiteline PN #BSF36XXZ and Rear Sway bar Whiteline PN #BSF37XZ allowed. Racecomp Brake duct kit part #RCE-CFKBK is allowed. Baldwin Motors spring package part BMI-T2SP1, permitted (includes: Front Hypercoil springs 2.25" ID / 7"x600 psi & helper springs, Rear Hypercoil springs 2.50" ID / 8"x550 psi & helper springs, Racecomp Engineering rear top perch adaptors, Racecomp Engineering modified rear top hats). <b>Members allowed to request cold air boxes, for approval (include part numbers and pictures) Turbo Inlet restrictor XXXmm</b>
Subaru Impreza WRX STi (08-11)	99.6 x 79.0 2457	2624	17 x 9	235/45	3.64, 2.24, 1.52, 1.14, 0.97, 0.76	3.90 Front 3.55 Rear	(F)326 Vented (R)316 Vented	<b>3400</b>	<b>41mm-Turbo-Inlet-Restrictor required:</b> Phoenix Performance 400 psi front springs, 500 psi rear springs, 25mm front sway bar, 22mm rear sway bar permitted. <b>Members allowed to request cold air boxes, for approval (include part numbers and pictures) Turbo Inlet restrictor XXXmm</b>

## Class 2:

All Cars in class permitted the following changes:

- No Interiors
- Shocks Open **After market Springs and sway bars assigned on a case-by-case basis**
- **Maximum 3.0** degrees of negative chamber is allowed on front and rear suspensions. Strut suspensions may de-camber wheels by the use of eccentric bushings, eccentric bolts (crash bolts) at the strut-to-spindle, and/or by use of slotted adjusters at the top of the strut mounting plate. If upper strut slotted plates are used, they shall be located on existing chassis structure, utilizing the manufacturer's original bolt holes and may not serve as reinforcement for that structure. On other forms of suspension, camber adjustment may be achieved by the use of shims and/or eccentric bushings.
- **OEM ECU only (Re-Flashing permitted)**
- Sway bars not specified, may be requested
- 9" wheel unless specified on spec line.
- Cars over 3500 lbs. permitted to run up to a 275 sized tire

<b>Class 2</b>	Bore x Stroke(mm)/ Displ. (cc)	Wheelbase (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Acura TL Type S (07-08)	89.0 x 93.0 3471	2740	17 x 8 <b>or 9</b>	235/45	3.93, 2.48, 1.70, 1.25, 0.98, 0.77	3.29	(F) 310 Vented Disc (R) 282 Solid Disc	3660	H&R front springs (1027 lb/in) #180-60-180, rear springs (1827 lb/in) #120-60-320, and 24 mm rear sway bar Progressive Technology #62.0110 allowed.



Acura TL SH-AWD (2011-13)	90.065 x 96.1 3664	2776	19 X 9 (F) 19 x 9 (R)	275/40 (F) 275/40 (R)	3.63, 2.12, 1.53, 1.13, 0.85, 0.69	3.84	(F) 320 x 28 Vented (R) 334 x 11 Solid	3200	1000 lb/in springs permitted (F&R), part numbers H&R R25081000 or RF200180 or Eibach 0800.225, 1000. 24mm rear anti-sway bar permitted, part number Progress 62.0111. The glass sunroof must be replaced with a metal panel; the panel must be the same thickness as the roof material; the panel must retain the shape of the glass sunroof and must be painted in body color.
Audi S4 (2004)	84.58 x 92.71 4162	2649	18 x 8 or 9 (F&R)	235/40 (F&R)	3.67, 2.05, 1.46, 1.33, 0.92, 0.78	3.89	(F) 340 Vented Disc (R) 300 Vented Disc	3920	Member to request re-classing car, required.
Audi S4 (10-11)	84.5 x 89.0 2995	2809	18 X 9 (F&R)	275/35 (F&R)	3.67, 2.16, 1.52, 1.13, 0.92, 0.78	3.88	(F) 320 Vented (R) 286 Vented	3430	<del>40mm flat plate restrictor required. S-tronic transmission permitted at 3400 lbs., Ratios: 3.692, 2.238, 1.559, 1.175, 0.915, 0.745, 0.617</del> Member to request re-classing car, required.
Audi TTS Coupe (10-11)	82.5 x 92.8 1984	2468	18 X 9 (F&R)	275/35 (F&R)	2.92, 1.96, 1.40, 1.03, 1.08, 0.87	4.77 (1-4) 3.44 (5-6)	(F) 340 Vented (R) 310 Vented	3150	<del>38mm turbo inlet restrictor required.</del> Member to request re-classing car, required.
BMW M Coupe (2002)	87.0 x 91.0 3246	2459	18 x 9.0(F) 18 x 10 (R)	225/45 (F) 245/40 (R)	4.21, 2.49, 1.66, 1.24, 1.00	3.15		3350	<del>Euro Header part #11 62 7 833 500 and 62 7 833 501 allowed.</del> Member to request re-classing car, required.
BMW M3 (01-06)	87.0 x 91.0 3246	2731	18 x 9 (F) 18 x 9 (R)	275/35 (F & R)	4.23, 2.53, 1.67, 1.23, 1.00, 0.83	3.62	(F) 325 x 28 Vented Disc (R) 328 x 20 Vented Disc	3500	Factory paddle shifter is permitted. Fluidyne oil cooler # DB30816-STD allowed. Turner Motorsports Suspension package #TMST2M3 allowed. This consists of front springs TMS600-10-250, rear springs TMS650-8-250, front sway bar #TMSF23.235, rear sway bar #TMSR23.327. Turner brake duct kit #TMSBRAKE46 allowed. This max tire size supersedes TCS tire rule section 9.1.10.D.7.b. Euro Header part #11 62 7 833 500 and 62 7 833 501 allowed. Flat plate restrictor XXXmm
BMW 135i (08-09)	84.0 x 89.6 2679	2761	(F) 18 x 8 or 9 (R) 18 x 9	(F) 225/40 (R) 255/35	4.00, 2.40, 1.58, 1.19, 1.00, 0.87	3.08	(F) 348 Vented Disc (R) 336 Vented Disc	3680	ZSP suspension package allowed. Sport seat package allowed. (2) 29.5mm Turbo Inlet Restrictor required: Turbo Inlet Restrictor XXXmm
BMW 330i/Ci (01-03)	84.0 x 89.6 2979	2726	17 x 9 (F&R)	Any DOT tire fitting stock body w/o modifications	4.21, 2.45, 1.66, 1.24, 1.00	2.93	(F) 325 x 28 Vented Disc (R) 325 x 20 Vented Disc	3335	<del>Racing Dynamics sway bar set (24mm &amp; 21mm bars (one each)) is permitted. 350 lb. front springs w/ threaded collars and 400 lb. rear springs w/ adjusters are permitted.</del> Member to request re-classing car, required.
BMW 330i Sedan (2006)	85.1 x 87.9 2996	2761	17 x 8 or 9 (F&R)	225/45 (F&R)	4.35, 2.50, 1.67, 1.23, 1.00, 0.85	3.15	(F) 330 Vented Disc (R) 335 Vented Disc	3335	Member to request re-classing car, required.
BMW 335CI (2007)	84.0 x 89.6 2679	2761	(F) 18 x 8 or 9 (R) 18 x 9	(F) 225/40 (R) 255/35	4.00, 2.40, 1.58, 1.19, 1.00, 0.87	3.08	(F) 348 Vented Disc (R) 336 Vented Disc	3680	Member to request re-classing car, required.
BMW Z4 3.0L (03-04)	84.1 x 89.7 2986	2494	17 x 8 or 9 (F&R)	225/45	4.35, 2.50, 1.66, 1.24, 1.00, 0.85	3.07	(F) 300 Vented Disc (R) 294 Vented Disc	3120	Detachable hardtop shall be installed (latches shall be replaced with positive fasteners), convertible top shall be removed.
BMW Z4 M Coupe (2007)	87.0 x 91.0 3246	2497	(F) 18 x 8 or 9 (R) 18 x 9 or (F) 18 x 9 (R) 18 x 9 at additional 25 lbs.	(F) 225/45 (R) 255/40	4.35, 2.50, 1.67, 1.23, 1.00, 0.85	3.62	(F) 345 Vented Disc (R) 328 Vented Disc	3375	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 with 100 lbs penalty. Flat plate restrictor XXXmm

BMW Z4 3.0si Coupe (07-08)	85.1 x 87.9 2996	2495	18 x 8 or 9(F&R)	225/45	4.35, 2.50, 1.66, 1.23, 1.00, 0.85	roadster: 3.23 coupe: 3.46.	(F) 325 x 12.8 Vented Disc (R) 294 x 11.6 Solid Disc	<b>3200 or lighter</b>	May use H&R springs: front RF160090, rear RF160100; rear spring height adjusters: Turner #HR92-K-X-011A01; H&R sway bar kits: front 70276 27mm, rear 71276 21mm, at 3500 lbs.
Buick Regal (2011)	86.0 x 86.0 1998	2631	18 x 8 or 9 (F) 18 x 8 or 9 (R)	<b>255/45 (F) Max 255/45 (R) Max</b>	3.38, 1.76, 1.18, 0.89, 0.70	4.05	(F) 315 Vented Disc (R) 292 Solid Disc	<b>2950</b>	<del>36mm Turbo Inlet Restrictor</del> <b>required:</b> Front springs part # CCS635, rear springs # CCS639, front control arms # CCS636 and CCS637 permitted. <del>Turbo Inlet Restrictor XXXmm</del>
Chevrolet Camaro SS & Z-28 (98-02)	99.0 x 92.0 5666	2568	17x9 (F&R)	275/40	2.66, 1.78, 1.30, 1.00, 0.74, 0.50	3.42	(F)300 Vented (R)302 Vented	<b>3400</b>	Power steering cooler (option code V12) is permitted. Front spring rate shall be 280-320 lbs. per inch and the minimum free length is 13 3/4 inches. Severn Canton accusump part # CA24024 or CA24006, 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 are permitted. GM oil and diff coolers #12480080 allowed. Ron Davis Radiator 11-16CA0002 allowed. Z28 can use original hood. Strano Performance Camaro Track Package (Part #SP- 141, Spring Set (550# Front/150# Rear); Part #SP-8316. Front Sway Bar (1-3/8" or 35mm); Part #SP-8327, Rear Sway Bar (7/8" or 22mm); Part #UMI-2006, Strut Tower brace, 2 pt. 1.25" OD) permitted.
Chevrolet Cobalt (05-07)	86.0 x 86.1 1998	2629	18 X 9.5 (F&R)	255/50	3.38, 1.76, 1.18, 0.89, 0.71	4.05	(F) 296 Vented Disc (R) 270 Solid Disc	<b>2850</b>	The following GM parts are allowed: front springs part # CCS635, rear springs # CCS639, front control arms # CCS636 and CCS637, shrouding kit # CCS644. Griffin radiator # 9D-18194-01 allowed. Stage Two Supercharger kit, part #17803229 (includes Belt #12597993 and Injector kit #12597995) permitted. Optional rear sway bar max 42 mm (body and suspension mounting same as OEM). AEM cold-air intake (part# 21-532C) is permitted. Maximum spring rate 500 lbs/in (F), 700 lbs/in (R). Allow: Smaller Supercharger pulley: size (member input requested)
Chevrolet Cobalt SS (08-10)	85.3 x 86.1 1998	2631	18 x 9.5	255/50	3.38, 1.76, 1.18, 0.89, 0.70	4.05	(F) 315 Vented Disc (R) 292 Solid Disc	<b>2900</b>	Rear sway bar max 42 mm (body and suspension mounting same as OEM), add AEM cold-air intake (part #21-682C), GM Part #55206797 sensor allowed, max—spring rate 500# (F)—700# (R); Front control arms # CCS636 and CCS637. Any spring up to a maximum spring rate of 800 pounds may be used Turbo Inlet Restrictor XXXmm
Chevrolet HHR SS (08-09)	85.3 x 86.1 1998	2631	18 x 9	<b>255/45 MAX</b>	3.38, 1.76, 1.18, 0.89, 0.70	4.05	(F) 315 Vented Disc (R) 270 Solid Disc	<b>3150</b>	<del>36mm Turbo Inlet restrictor</del> <b>required.</b> Front springs part # <del>CCS635</del> , rear springs # <del>CCS639</del> , front control arms # <del>CCS636</del> and <del>CCS637</del> . Member to request re-classing car, required.
Dodge SRT-4 (03-05)	88.0 x 101.1 2458	2667	17 x 8.5 (F&R)	<b>205/50 or 255/50 Max</b>	3.47, 2.05, 1.37, 0.97, 0.76	3.53	(F) 280 Vented Disc (R) 220 Solid Disc	<b>2900</b>	C & R Heavy Duty Radiator al/ Spal fan, part # 4051110300-DP allowed. <del>36mm turbo-inlet restrictor required.</del> Any spring up to a maximum spring rate of 800 pounds may be used Turbo Inlet Restrictor XXXmm

Ford Mustang Coupe GT & Shelby GT 4.6L (05-10)	90.2 x 90.0 4601	2720	18 x 9.5 (F&R)	255/40 (F&R) or 255/45 (F) 285/40 (R)	3.38, 2.00, 1.32, 1.00, 0.675	3.55 or 3.73	(F) 316 / 355 Vented Disc (R) 300 Vented Disc	3400	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.
Ford Mustang Coupe GT & Shelby GT 5.0L (05-10)	(92.220) x (92.7) / (4957)	2720	18 x 10 (F&R)	255/40 (F&R) or 255/45 (F) 285/40 (R)	3.38, 2.00, 1.32, 1.00, 0.675	3.55 or 3.73	(F) 316 / 355 Vented Disc (R) 300 Vented Disc	3600	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. 2005-2010 Mustang GT 4.6L may be converted to 2011-2012 5.0 liter specifications; if done, all drivetrain components must be updated to the later model; VIN number will be disregarded for this conversion.
Ford Mustang Cobra (99-02)	90.2 x 90.0 4601	2573	17 x 9 (F&R)	245/45 or 255/45	3.37, 1.99, 1.33, 1.00, 0.67	3.27	(F) 330 x 28 Vented Disc (R) 295 x 18 Vented Disc	3680	<del>Service port mounted aftermarket PROM is permitted. 17 x 9 wheels and 255/45 tires are from 1995 Cobra R. Member to request re-classing car, required.</del>
Ford Mustang Mach I (03-04)	90.2 x 90.0 4601	2572	17 x 9 (F&R)	245/45 or 255/45	3.38, 2.00, 1.32, 1.0, 0.62	3.55		3230	<del>Sean Hyland Motorsports Brake Duct Kit Part # SHMVDK-TF approved. Built Springs allowed, part # 1R3Z-5310-CA (F) 1R3Z-5560-AA (R). The following parts are allowed: Cteeda springs (F) 223-121-1000, (R) 223-SAM350RSR, rear sway bar 006-470, front sway bar bushings 122-4-5135-G, strut brace 555-5744, clutch cable 555-7041 and 555-7025, Cobra R brakes are permitted with an additional 25-lbs added. Member to request re-classing car, required.</del>
Ford Mustang V6 (11-12)	(95.490) x (86.70) / 226 CID	107.1	18 x 8 or 9 (F) 18 x 8 or 9 (R)	275(max) (F&R)	4.24, 2.54, 1.67, 1.24, 1.00, .70	3.31	(F) (316) x (30.0) Vented (R) (300) x (19.2) Vented	3500 with alt- driveshaft: 3525 (see notes)	The following parts are allowed: Ford Accessories Spoiler #AR3Z-6344210-CA Rear Axle Cover #M-4033-K, Spring Kit #M-5300, 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. Car must meet V-8 T2 specification; in Notes: Disregard the engine content portion of VIN. 14" Brembo Brake Kit #M-2300-S permitted. Driveshaft from The Driveshaft Shop part number FDSH18-A is allowed.
Honda S2000 (all) (00-09)	87.0 x 90.7 2157	2400	18 x 9 (F/R)	275/50	3.13, 2.05, 1.48, 1.16, 0.97, 0.81 or 3.13, 2.05, 1.48, 1.16, 0.94, 0.76	4.1	(F) 300 Disc (R) 282 Disc	2700	Detachable hardtop shall be installed (latches shall be replaced with positive fasteners), convertible top shall be removed. Factory bolt-in roll bar may be removed to facilitate the installation of the req'd roll cage. Passenger seat belt assembly may be removed in conjunction with factory bolt-in roll bar. Completech differential housing part #550-040 allowed. Springs and sway bars from 2008 S2000 CR allowed. This max tire size supersedes TCS tire rule section 9.1.10.D.7.b. Updating and backdating of flywheel is not permitted. CR front fascia, rear deck lid, and wing are permitted. TBH cold-air intake (Part # CT Engineering 320-036 ). Maximum spring rate 600 lbs/in.

Hyundai Genesis Coupe (2010-)	86.0 x 86.0 1998	2819.4	19 x 8 or 9 (F) 19 x 8.5 or 9 (R)	255/50 (F) Max 255/40 (R) Max	4.229, 2.467, 1.671, 1.233, 1.000, 0.794	3.909	340.4 (F) 330.2 (R)	3200	35mm Turbo Inlet Restrictor required; Track Pack allowed Member to request re-classing car, required.
Infiniti G35 Coupe (03-06)	95.5 x 81.4 3498	2850	19 x 9 (F) 19 x 10 (R)	225/40 (F) 245/40 (R) 285/30 (max) (F&R)	3.79, 2.32, 1.62, 1.27, 1.00, 0.79	3.54	(F) 324 Vented Disc (R) 322 Solid Disc	3268	The following are allowed:- Nissan oil cooler kit #21300-RSZ33, Nissan power steering cooler kit #49790-RSZ30-US, Rear diff cover Nismo part #99996-35TDK, Nissan Mtspts-Brake duct kit # 99996-Z3344, Nissan heavy duty spring kit part #99996-65Z30US, Nismo sway bar kit #99996-RSZ30US. This max-tire size supersedes TGS 9.1.10.D.7.b. Modifications to the stock fender liner is not permitted. Track option aero package permitted. Member to request re-classing car, required.
Lotus Club Racer (2008)	82.0 x 85.0 1796	2301	16x6.5 (F) 17x7.5 (R)	195/50 (F) 225/45 (R)	3.12, 2.05, 1.48, 1.17, 0.96, 0.82	4.53	(F) 308 Vented Disc (R) 288 Vented Disc	2190	An SCCA approved welded steel cage that is bolted to the chassis/frame is allowed. The floor may be modified to facilitate the rollage mounting points. The stock extruded aluminum chassis satisfies the requirement for forward anti-intrusion braces. The factory roll hoop shall be replaced with a single continuous hoop. Sway bar #A120L0020F, spring front #A120C0019H, spring rear #A120D0047H allowed. Lotus Elise oil accumulator system part # ALS3E0022J (accusump part #24026 and electric valve part #24270) is allowed. Lotus Track use chassis brace kit #lotac05377 allowed. Moroso Oil Pan part # 20970 is allowed. G-PAN Baffled Oil Pan is allowed. Rear cage braces may pass through rear window. Front spring, Eibach part # 600.225.0475 and rear spring, Eibach part # 800.225.0650 allowed. Member to request re-classing car, required.
Lotus Exige S / S220 / S240 / Elise SC (07-10)	82.0 x 85.0 / 1796	2301	16x6.5 (F) 17x7.5 (R)	195/50 (F) 225/45 (R)	3.17, 2.05, 1.48, 1.17, 0.92, 0.81	4.53	(F) 288 Vented Disc (R) 288 Vented Disc (F) 308 Vented Disc (R) 288 Vented Disc	2190 S240: 2400	An SCCA approved welded steel cage that is bolted to the chassis/frame is allowed. The floor may be modified to facilitate the rollage mounting points. The stock extruded aluminum chassis satisfies the requirement for forward anti-intrusion braces. The factory roll hoop shall be replaced with a single continuous hoop. Sway bar #A120L0020F, spring front #A120C0019H, spring rear #A120D0047H allowed. Lotus Elise oil accumulator system part # ALS3E0022J (accusump part #24026 and electric valve part #24270) is allowed. Lotus Track use chassis brace kit #lotac05377 allowed. Moroso Oil Pan part # 20970 is allowed. G-PAN Baffled Oil Pan is allowed. Rear cage braces may pass through rear window. Front spring, Eibach part # 600.225.0475 and rear spring, Eibach part # 800.225.0650 allowed. Lotus Exige (2006) may be supercharged by meeting all specifications in this classification.

Lotus Elise (05-10)	82.0 x 85.0 1796	2301	16x8 (F) 17x8 (R)	195/50 (F) 225/45 (R)	3.12, 2.05, 1.48, 1.17, 0.96, 0.82	4.53	(F) 288 Vented Disc (R) 288 Vented Disc	2090	Detachable hardtop shall be installed (latches shall be replaced with positive fasteners), convertible top shall be removed. An SCCA approved welded steel cage that is bolted to the chassis/frame is allowed. The floor may be modified to facilitate the rollcage mounting points. The stock extruded aluminum chassis satisfies the requirement for forward anti-intrusion braces. The factory roll hoop shall be replaced with a single continuous hoop. Lotus Elise oil accumulator system part # ALS3E0022J (accusump part #24026 and electric valve part #24270) is allowed. Lotus Track use chassis brace kit #lotac05377 allowed. Sway bar #A120L0020F, spring front #A120C0019H, spring rear A120D0047H allowed. Moroso Oil Pan part # 20970 is allowed. G-PAN Baffled Oil Pan is allowed. Rear cage braces may pass through rear window. Front spring, Eibach part # 600.225.0475 and rear spring, Eibach part # 800.225.0650 allowed.
Lotus Exige (2006)	82.0 x 85.0 1796	2301	16x6.5 (F) 17x7.5 (R)	195/50 (F) 225/45 (R)	3.12, 2.05, 1.48, 1.17, 0.96, 0.82	4.53	(F) 288 Vented Disc (R) 288 Vented Disc	2090	An SCCA approved welded steel cage that is bolted to the chassis/frame is allowed. The floor may be modified to facilitate the rollcage mounting points. The stock extruded aluminum chassis satisfies the requirement for forward anti-intrusion braces. The factory roll hoop shall be replaced with a single continuous hoop. Lotus Elise oil accumulator system part #ALS3E0022J (accusump part #24026 and electric valve part #24270) is allowed. Lotus Track use chassis brace kit #lotac05377 allowed. Sway bar #A120L0020F, spring front #A120C0019H, spring rear A120D0047H allowed. Moroso Oil Pan part # 20970 is allowed. G-PAN Baffled Oil Pan is allowed. Rear cage braces may pass through rear window. Front spring, Eibach part # 600.225.0475 and rear spring, Eibach part # 800.225.0650 allowed. Sector 111 Eliminator V3 permitted to replace rear panel.
Mazda Mazdaspeed3 (2007)	87.5 x 94.0 2260	2639	18 x 9	<b>255/55 Max</b>	3.54, 2.24, 1.54, 1.17, 1.09, 0.85	1-4: 3.94 5-6: 3.35	(F) 300 Vented Disc (R) 280 Solid Disc	3250	<b>Any spring up to a maximum spring rate of 800 pounds may be used Turbo Inlet Restrictor XXXmm</b>
Mazda Mazdaspeed3 (07-09)	87.5 x 94.0 2260	2639	18 x 9.5 (F & R)	255/50	3.54, 2.24, 1.54, 1.17, 1.09, 0.85	1-4: 3.94 5-6: 3.35	(F) 300 Vented Disc (R) 280 Solid Disc	2900	<b>35mm Turbo Inlet restrictor required:</b> Mazda Motorsports Rear Swaybar Kit 32mm OD hollow Tube Part #: 0000-04-3420. Optional rear sway bar max 42mm (body and suspension mounting same as OEM). AEM cold-air intake (part# 21-488) is permitted. <b>Maximum spring rate 500 lbs/in (F), 700 lbs/in (R). Any spring up to a maximum spring rate of 800 pounds may be used Turbo Inlet Restrictor XXXmm</b>

Mazda Mazdaspeed3 (10-11)	87.5 x 94.0 2260	2309	18 x 9.5 (F & R)	255/50	3.21, 1.91, 1.37, 1.03, 0.95, 0.79	1-4: 4.19 5-6: 3.53	(F) 320 Vented Disc (R) 280 Solid Disc	2900	<b>35mm Turbo Inlet restrictor required.</b> Mazda Motorsports Rear Swaybar Kit 32mm OD hollow Tube Part #: 0000-04-3420. Optional rear sway bar max 42mm (body and suspension mounting same as OEM). AEM cold-air intake (part# 21-488) is permitted. Maximum spring rate 500 lbs/in (F), 700 lbs/in (R). <b>Any spring up to a maximum spring rate of 800 pounds may be used Turbo Inlet Restrictor XXXmm</b>
Mazda Mazdaspeed Miata (04-05)	83.0 x 85.0 1839	2266	18 x 8 <b>or</b> 9 (F) 18 x 9 (R)	245/45	3.76, 2.27, 1.65, 1.26, 1.00, 0.84	4.1	(F) 269 Vented Disc (R) 277 Solid Disc	2480	<b>Detachable hardtop shall be installed. Latches shall be replaced with positive fasteners. Convertible top assembly shall be removed. Mazdaspeed radiator part # 0000-04-5503 and suspension kit #K-SPEC-M5-SUS9 allowed. Canton Accusump #24-026, Flex-a-lite install sandwich #3965, and related hoses, valve, and bracket allowed. Bell Engineering (BEG) intercooler kit permitted #67022. Complete kit includes throttle inlet tube, cool air box and Forge Motorsports diverter valve. Kit must be used as a whole, including all hardware. Member to request re-classing car, required.</b>
Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08)	95.5 x 81.4 3498	104.3	18 x 9 (F) 18 x 10 (R)	245/40 or 225/45 (F) 265/35 or 245/45 (R) 285/30 (max) (F&R)	3.79, 2.32, 1.62, 1.27, 1.00, 0.79	3.54	(F) 296/324 Vented Disc (R) 292/332 Vented Disc	3168	The following are allowed: Track option Aero package, Nissan oil cooler kit #21300- RSZ33, Nissan power steering cooler kit #49790-RSZ30-US, Rear diff cover Nismo part #99996-35TDK, Nissan Mtspts. Nissan heavy duty spring kit part #99996-65Z3OUS, Nismo sway bar kit #99996-RSZ3OUS. This max. tire size supersedes TCS 9.1.10.D.7.b. Modifications to the stock fender liner is not permitted.
Pontiac Solstice GXP Coupe/ Convertible (07-09)	85.3 x 86.1 1998	2415	18 x 9.5	275/35	3.75, 2.26, 1.51, 1.00, 0.73	3.73	(F) 296 Vented Disc (R) 278 Solid Disc	3200	Detachable hardtop GM part #PCS-0664 shall be installed and convertible top shall be removed. Suspension option ZOK and Rear Spoiler (D52) allowed. This max tire size supersedes TCS 9.1.10.D.7.b. B&M cooler #70298 and Weldon Series 9200 pump may be used for differential and/ or transmission cooling. The mounting and wiring associated with the installation of these coolers is unrestricted provided it serves no other purpose. Ron Davis radiator part #1-38S006 allowed. Brake calipers and rotors from Chevrolet Cobalt SS (08-09) permitted - part numbers 25900763 - left front caliper, 25900764 - right front caliper, 25902073 - left rear caliper, 25902074 - right rear caliper, 25869424 - rear caliper bracket, 25994100 - front rotors, 15921402 - rear rotors. Any aftermarket top allowed if material, size, shape and weight are the same as factory top. <b>Turbo Inlet Restrictor XXXmm</b>

Porsche Boxster S (00-03)	93.0 x 78.0 3179	2415	17 x 7 or 9 (F) 17 x 8.5 or 9 (R)	205/50 (F) 255/40 (R)	3.82, 2.20, 1.52, 1.22, 1.02, 0.84	3.44	(F) 318 x 28 Vented & cross- drilled (R) 300 x 25 Vented & cross-drilled	2880	<del>GEM hardtop req'd (latches shall be replaced w/ positive fasteners). Convertible top shall be removed. Front spoiler, rear spoiler, and rocker panel extensions from OEM Porsche factory aero kit are permitted. Sport suspension pkg is permitted. Factory bolt-in rollbar may be removed to facilitate the installation of the required rollcage. Member to request re-classing car, required.</del>
Porsche Boxster S (2005)	93.0 x 78.0 3179	2415	18 x 8 or 9 (F) 18 x 9 (R)	205/50 (F) 255/40 (R)	3.67, 2.05, 1.41, 1.13, 0.97, 0.82	3.87	(F) 318 x 28 Vented & cross- drilled (R) 300 x 25 Vented & cross-drilled	3240	Member to request re-classing car, required.
Porsche Caymen (2006)	96.0 x 78.0 3387	2416	18 x 8 or 9 (F) 18 x 9 (R)	235/40 (F) 265/40 (R)	3.31, 1.95, 1.41, 1.13, 0.97, 0.82	3.88	(F) 318 Vented and Cross-drilled (R) 299 Vented and Cross-drilled	2775	Member to request re-classing car, required.
Porsche Caymen S (2006-2008)	96.0 x 78.0 3387	2416	18 x 8 or 9 (F) 18 x 9 (R)	235/40 (F) 265/40 (R)	3.31, 1.95, 1.41, 1.13, 0.97, 0.82	3.88	(F) 318 Vented and Cross-drilled (R) 299 Vented and Cross-drilled	3300	Member to request re-classing car, required.
Porsche Caymen S (2010)	96.0 x 78.0 3387	2416	18 x 8 or 9 (F) 18 x 9 (R)	235/40 (F) 265/40 (R)	3.31, 1.95, 1.41, 1.13, 0.97, 0.82	3.88	(F) 318 Vented and Cross-drilled (R) 299 Vented and Cross-drilled	3470	Member to request re-classing car, required.
Saturn Ion Redline (04-07)	86.0 x 86.1 1998	2629	18 x 9.5 (F & R)	255/50	3.38, 1.76, 1.18, 0.89, 0.71	4.05	(F) 296 Vented Disc (R) 270 Solid Disc	2850	The following GM parts are allowed: front springs part # CCS635, rear springs # CCS639, front control arms # CCS636 and CCS637, shrouding kit # CCS644, Griffin radiator # 9D-18194-01 allowed. Stage Two Supercharger kit, part #17803229 (includesBelt #12597993 and Injector kit #12597995) permitted. Optional rear sway bar max 42 mm (body and suspension mounting same as OEM). AEM cold-air intake (part# 21-532C) is permitted. Maximum spring rate 500 lbs/in (F), 700 lbs/in (R). Any spring up to a maximum spring rate of 800 pounds may be used. Requesting member input on smaller supercharger pulley size:

Saturn Sky Red Line (07-09)	85.3 x 86.1 1998	2415	18 x 9.5	275/35	3.75, 2.26, 1.51, 1.00, 0.73	3.73	(F) 296 Vented Disc (R) 278 Solid Disc	<b>3250</b>	Detachable hardtop GM part #PCS-0664 shall be installed and convertible top shall be removed. Suspension option ZOK and Rear Spoiler (D52) allowed. This max tire size supersedes TCS 9.1.10.D.7.b. B&M cooler #70298 and Weldon Series 9200 pump may be used for differential and/or transmission cooling. The mounting and wiring associated with the installation of these coolers is unrestricted provided it serves no other purpose. Ron Davis radiator part #1-38S006 allowed. 38mm Turbo Inlet Restrictor required. Quantum Motorsports brake duct kit #09820 is allowed. Brake callipers and rotors from Chevrolet Cobalt SS (08-09) permitted - part numbers 25900763 - left front caliper, 25900764 - right front caliper, 25902073 - left rear caliper, 25902074 - right rear caliper, 25869424 - rear caliper bracket, 25994100 - front rotors, 15921402 - rear rotors. Any aftermarket top allowed if material, size, shape and weight are the same as factory top. <b>Turbo Inlet Restrictor XXXmm</b>
Volkswagen GTI, Jetta GLI (06-10)	82.5 x 92.8 1984	2578	17 x 8 or 9 (F&R)	<b>255/45 Max</b> (F&R)	DSG: 3.46, 2.15, 1.46, 1.08, 1.10, 0.92 STD: 3.36, 2.09, 1.47, 1.10, 1.11, 0.93	DSG: 4.10 / 3.14 STD: 4.00, 3.09	(F) 312 Vented Disc (R) 286 Solid Disc	<b>DSG @ 2900</b> <b>STD @ 2900</b>	<del>35mm Turbo Inlet Restrictor required.</del> Spring kit #1K0-0-71-678 is permitted. <del>VW Spring kit #1K0-071-678A allowed.</del> <b>Any spring up to a maximum spring rate of 800 pounds may be used Turbo Inlet Restrictor XXXmm</b>

### Class 3:

All Cars in class permitted the following changes:

- No Interiors
- Shock/Springs OEM only, unless specified
- **Maximum 2.5** degrees of negative chamber is allowed on front and rear suspensions. Strut suspensions may de-camber wheels by the use of eccentric bushings, eccentric bolts (crash bolts) at the strut-to-spindle, and/or by use of slotted adjusters at the top of the strut mounting plate. If upper strut slotted plates are used, they shall be located on existing chassis structure, utilizing the manufacturer's original bolt holes and may not serve as reinforcement for that structure. On other forms of suspension, camber adjustment may be achieved by the use of shims and/or eccentric bushings.
- **OEM ECU only (Re-Flashing permitted)**
- Sway bars not specified, may be requested

Class 3	Bore x Stroke(mm)/ Displ. (cc)	Wheelbase (mm)	Track F & R (mm)	Wheel Size(in.)/ Mat'l.	Tire Size (stock)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Acura Integra GS-R VTEC (3 or 4 door) (95-01)	81.0 x 87.2 1797	2571	1476 / 1471 or 1481 / 1476 w/ alt. Susp.	15 x 6 Alum	195/55	3.23, 1.90, 1.36, 1.03, 0.79	4.4	(F) 262 x 21 Vented Disc (R) 239 x 10 Solid Disc	<b>TBA</b>	Springs - (F) P/N 51401-ST7-R01, - (R) P/N 52441-ST7-R01, Shocks - P/N (LF) 51606-ST7-R01, (RF) 51605-ST7-R01, (Rear) 52611-ST7-R01, Shock bushings (R) P/N 52622-SR3-003, rear control arms P/N (LR) 52360-ST7-R00, (RR) 52350-ST7-R00 from Type R, and Mugen 26mm rear sway bar. <b>-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.</b> - Any spring up to a maximum spring rate of 800 pounds may be used - Cold Air Intake system (pictures and/or parts have to be sent to Topeka for approval) - OEM Factory Limited Slip (member to supply part number to Topeka for approval) - OEM bump stops



Acura RSX Type-S (05-06)	86.0 x 86.0 1998	2570	1487 / 1486	17 x 7 (F&R)	215/45 (F&R)	3.27, 2.13, 1.52, 1.15, 0.92, 0.74	4.765	(F) 300 Vented Disc (R) 260 Solid Disc	2945	Factory limited slip from 06-08 Civic Si, P/N 41200-PNT-003 permitted.
Acura RSX Type-S (02-04)	86.1 x 86.0 1988	2570	1482 / 1481	16 x 6.5 Alum	205/55	3.27, 2.13, 1.52, 1.15, 0.92, 0.74	4.4	(F) 300 x 26 Vented Disc (R) 260 x 10 Solid Disc	2845	Factory limited slip from 06-08 Civic Si, P/N 41200-PNT-003 permitted.
Audi A4 V-6 (96-01)	82.5 x 86.4 2771	2606	1496 / 1473	16 x 7 Alum	205/55	3.67, 1.99, 1.41, 1.00, 0.74	3.2	(F) 277 x 25 Vented Disc (R) 244 x 15 Solid Disc	3055	
BMW Z4 2.5L (03-05)	84.0 x 75.0 2494	2495	1473 / 1524	16 x 7 Alum	225/50	4.23, 2.52, 1.66, 1.22, 1.00	3.46	(F) 286 Vented Disc (R) 280 Solid Disc	3195	Detachable hardtop shall be installed (latches shall be replaced w/ positive fasteners), convertible top shall be removed. Alternate wheel BMW #36-11-1-095-058 16 x 7 is permitted.
Chevrolet Cobalt SS Coupe (06-07)	88.0 x 98.0 2384	2628	1492 / 1475	17 x 7 Alum	205/50	3.58, 2.02, 1.35, 0.98, 0.69	3.94	(F) 296 Vented Disc (R) 270 Solid Disc	TBA	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 500 pounds front and 800 pound rear may be used - Cold Air Intake system (pictures and/or parts have to be sent to Topeka for approval) OEM Factory Limited Slip (member to supply part number to Topeka for approval) - OEM bump stops
Chevrolet Cobalt Sport (2008)	88.0 x 98.0 2384	2628	1492 / 1475	17 x 7 Alum	205/50	3.58, 2.02, 1.35, 0.98, 0.69	3.84	(F) 296 Vented Disc (R) 270 Solid Disc	TBA	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 500 pounds front and 800 pound rear may be used - Cold Air Intake system (pictures and/or parts have to be sent to Topeka for approval) OEM Factory Limited Slip (member to supply part number to Topeka for approval) - OEM bump stops
Chevrolet Camaro V-6 (96-02)	96.5 x 86.36 3790	2568	1552 / 1549	16 x 8	245/50	3.75, 2.19, 1.41, 1.00, 0.72	3.42	(F) 302 x 23 Disc (R) 305 x 25 Disc	3300	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 3/4 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.
Chrysler Neon ACR SOHC (4 door) (01-02)	87.5 x 83.0 1995	2667	1474 / 1476	15 x 6 Alum	185/60	3.50, 1.96, 1.36, 0.97, 0.81	3.94	(F) 257 x 22 Vented Disc (R) 270 x 9 Solid Disc	TBA	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 500 pounds front and 800 pound rear may be used - Cold Air Intake system (pictures and/or parts have to be sent to Topeka for approval) OEM Factory Limited Slip (member to supply part number to Topeka for approval) - OEM bump stops
Ford Focus SVT (02.5-04)	84.0 x 88.0 2000	2616	1494 / 1486	17 x 7 Alum	215/45	(overall) 12.7, 7.7, 5.7, 4.6, 3.8, 3.1	2.88 & 4.25	(F) 300 Vented Disc (R) 280 Solid Disc	TBA	Engine breather hose may be routed to a catch can; the resultant opening in the air box must be plugged. 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 500 pounds front and 800 pound rear may be used - Cold Air Intake system (pictures and/or parts have to be sent to Topeka for approval) OEM Factory Limited Slip (member to supply part number to Topeka for approval) - OEM bump stops

Ford Contour SVT (98-00)	82.4 x 79.5 2544	2705	1504 / 1486	16 x 6.5 Alum	1998: 205/55 99-00: 215/50	3.42, 2.14, 1.45, 1.03, 0.77	4.06	(F) 279 Disc (R) 251 Disc	3180	Member to request re-classing car, required.
Ford Focus ZX4 ST (05-06)	87.38 X 93.98 2300	2614	1496 / 1491	16 x 6	205/60	3.42, 2.14, 1.45, 1.03, 0.77	3.82	(F) 278 Vented Disc (R) 251 Solid Disc	TBA	Engine breather hose may be routed to a catch can; the resultant opening in the air box must be plugged. 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 500 pounds front and 800 pound rear may be used - Cold Air Intake system (pictures and/or parts have to be sent to Topeka for approval) OEM Factory Limited Slip (member to supply part number to Topeka for approval) - OEM bump stops
Ford Mustang V6 (05-10)	100.4 x 84.4 4000	2724	1582.5 1587.5	16 x 7 17 x 8 (F&R)	245/40 (max tire size)	3.75, 2.19, 1.41, 1.00, 0.72	3.31	(F) 292.1 Vented Disc (R) 299.8 Vented Disc	3450	ABS (option code 552) allowed. FR3 Handling Pack # M-2007-FR3V6 allowed. The kit includes: Dampers M-18000-A, Lowering Springs M-5300-N, Sway Bars M-5490-C, Strut Tower Brace M-20201-F. The ECU may be re-flashed by a Ford dealer to disable the speed limiting function; a letter from the dealer stating that this, and only this change, has been made shall be made available to race officials on demand. Ford Positraction LSD part #M-4204-C75 is allowed. Panhard bar, part # BAR-M-4264-A permitted; must be set at same length as a stock bar, center mounting hole to center mounting hole +/- 0.25 inch. An alternative steel drive shaft is permitted; this drive shaft is otherwise unrestricted, but no modifications to other components are permitted to facilitate its installation.
Ford Mustang V-6 (01-04)	96.8 x 86.0 3797	2573	1529 / 1539	16 x 7.5 Alum	225/55	3.37, 1.99, 1.33, 1.00, 0.67	3.27		3240	Ford Positrac LSD, part # M-4204-C75, premium trim package 012A allowed (ABS, traction control, 16 x 7.5 forged or cast aluminum wheels).
Honda Accord LX & EX (03-05)	87.0 x 99.0 2354	2670	1552/ 1554	16 x 6.5	205/60	3.27, 1.77, 1.15, 0.87, 0.66	4.39	(F)282 Vented Disc (R)259 Solid Disc	TBA	LX model must use rear drum brakes. 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 (pictures and/or parts have to be sent to Topeka for approval) OEM Factory Limited Slip (member to supply part number to Topeka for approval) - OEM bump stops
Honda Accord LX & EX (06-07)	87.0 x 99.0 2354	2670	1553/ 1554	16 x 6.5	205/60	3.27, 1.77, 1.15, 0.87, 0.66	4.39	(F)282 Vented Disc (R)259 Solid Disc	TBA	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 (pictures and/or parts have to be sent to Topeka for approval) OEM Factory Limited Slip (member to supply part number to Topeka for approval) - OEM bump stops
Honda Accord LX-S/EX/EX-L (08-09)	87.0 x 99.0 2354	2741	1580 / 1580	17 x 7.5	225/50	3.27, 1.78, 1.15, 0.87, 0.65	4.39	(F) 282 Vented Disc (R) 282 Solid Disc	TBA	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 (pictures and/or parts have to be sent to Topeka for approval) OEM Factory Limited Slip (member to supply part number to Topeka for approval) - OEM bump stops

Honda Civic Coupe (96-00)	75.0 x 90.0 1590	2621	1476 / 1476	14 x 4.5	185/65	3.25, 1.90, 1.25, 0.91, 0.70	4.25	(F) 262 Vented Disc (R) 201 Drum	2500	Honda Motorsports performance package (#17D50-S02-C1) permitted. Performance kit includes: Shocks (F): Koni #8042-1001, Shocks (R): Koni #8042-1002, Springs (F): Eibach Kit #9328.140, 350# rate, Springs (R): Eibach Kit #9328.140, 500# rate, Swaybar (R): Neuspeed #H43.22.72, 22mm, Camber: +/- 2° from service manual specs, Wheels: Enkei #ENK13214649SM, 14 x 6".
Honda Civic Coupe Si (99-00)	81.0 x 77.4 1595	2621	1476 / 1476	15 x 6	195/55	3.23, 2.11, 1.46, 1.11, 0.85	4.4	(F) 262 x 20 Disc (R) 239 x 8 Disc	TBA	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 500 pounds may be used - Cold Air Intake system (pictures and/or parts have to be sent to Topeka for approval) OEM Factory Limited Slip (member to supply part number to Topeka for approval) - OEM bump stops
Honda Civic Si (02-03)	86.0 x 86.0 1998	2570	1468 / 1469	15 x 6.5 Alum	195/60	3.06, 1.77, 1.21, 0.92, 0.74	4.5	(F) 262 (R) 260	TBA	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 500 pounds may be used - Cold Air Intake system (pictures and/or parts have to be sent to Topeka for approval) OEM Factory Limited Slip (member to supply part number to Topeka for approval) - OEM bump stops
Honda Civic Si (06-09)	86.1 x 86.0 1998	2649	1499 / 1527	17 x 7 Alum	215/45	3.27, 2.13, 1.52, 1.15, 0.92, 0.66	4.77	(F) 300 Vented Disc (R) 260 Solid Disc	3000	Honda Factory Performance Suspension Kit #08W60-SVB-100 allowed.
Honda Civic Si (2012)	87.0 x 99.0 2354	2620 (2 dr) / 2670 (4 dr)	1499/ 1522	17 x 7 Alloy	215/45	3.27, 2.04, 1.43, 1.07, 0.83, 0.65	4.76	(F)300 x 25 Vented (R) 260 x 9 Solid	3000	39mm flat plate restrictor required. Honda Sport Suspension Kit, part number 08W60-TS9-100 permitted.
Hyundai Elantra GLS (11-12)	81.0 x 87.2 1797	2649	1550/ 1562	15 steel	195/65	3.62, 1.96, 1.29, 1.02, 0.87, 0.76	4.33	(F) 280x23 Vented (R) 262x10 Solid	2600	16 inch or 17 inch alloy wheels permitted. 205/55/16 or 215/45/17 tires permitted. Member to request re-classing car, required.
Hyundai Tiburon V-6 (03-08)	86.7 x 75.0 2657	2530	1490 / 1490	17 x 7 Alum	215/45	3.15, 1.94, 1.33, 1.06, 0.86, 0.70	4.43	(F) 280 x26.2 Vented Disc (R) 257x10.0 Solid	TBA	Accusump permitted. 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 500 pounds front and 800 pound rear may be used - Cold Air Intake system (pictures and/or parts have to be sent to Topeka for approval) OEM Factory Limited Slip (member to supply part number to Topeka for approval) - OEM bump stops
Kia Forte Koup and Sedan LX/ EX (2010-)	86.0 x 86.0 1998	2649	1560/ 1565	17 x 6 Alloy	205/55	3.31, 1.97, 1.19, 0.90, 0.70	4.19	(F) 280 Vented (R) 262 Solid	2790	Member to request re-classing car, required.
Kia Forte Koup and Sedan SX (2010-)	88.0 x 97.0 2359	2649	1560/ 1565	17 x 7 Alloy	215/45	3.27,1.93, 1.64, 1.22, 1.03, 0.83	4.06 (1, 2), 2.96 (3, 4, 5, 6)	(F) 300 Vented (R) 262 Solid	3170	Member to request re-classing car, required.
Mazda3 s (04-09)	87.5 x 94.0 2260	2639	1529 / 1514	16x6.5 or 17x6.5	205/50 or 205/55	3.31, 1.84, 1.31, 0.97, 0.76	4.1	(F) 300 Vented Disc (R) 280 Solid Disc	TBA	ABS option allowed. Miata speedometer gear #M527-17-400A permitted. 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 500 pounds front and 800 pound rear may be used - Cold Air Intake system (pictures and/or parts have to be sent to Topeka for approval) - OEM bump stops

Mazda3 s (2010)	89.0 x 100.0 2489	2640	1530 / 1514	17 x 7	205/50	3.45, 2.06, 1.39, 1.03, 0.84, 0.72	4.11	(F)300 Vented Disc (R)280 Solid Disc	TBA	<b>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 500 pounds front and 800 pound rear may be used - Cold Air Intake system (pictures and/ or parts have to be sent to Topeka for approval) - OEM bump stops</b>
Mazda MX-5/ Miata (01-05)	<del>83.0 x 85.0- 1839</del>	2266	<del>1435 / 1461</del>	<del>15 x 6.5 Alum</del>	<del>195/50</del>	<del>3.14, 1.89, 1.33, 1.00, 0.81</del>	<del>4.3</del>	<del>(F) 254- Vented Disc- (R) 252 Solid Disc</del>	2700	
Mazda Protégé LX (01-03)	83.0 x 92.0 1991	2610		15 x 6 Alum		3.31, 1.84, 1.31, 0.97, 0.76	4.11	(F) 259 x 23 Vented Disc (R) 201 x 36 Drum	2730	LX may update to the ES brakes. May update to MP3 specs. <b>Member to request re-classing car, required.</b>
Mazda Protégé ES (99-00)	83.0 x 85.0 1839	2611	1471 / 1471	15	195/55	3.42, 1.84, 1.29, 1.03, 0.78	4.11	(F) 260 Vented Disc (R) 201 Drum	2630	Mazda Performance Package P/N K-PRO-99-SSC (Includes: Bilstein strut cartridges front and rear (p/n P30-0032), Eibach 2.5" diameter ERS springs front (325lbs, 7" free length) and rear (600lbs, 8" free length), front negative camber -2 degrees.) ABS brakes permitted. <b>Member to request re-classing car, required.</b>
Mazda Protégé ES (01-03)	83.0 x 92.0 1991	2610		16 x 6 Alum		3.31, 1.84, 1.31, 0.97, 0.76	4.11	(F) 259 x 23 Vented Disc (R) 259 x 23 Vented Disc	2730	May update to MP3 specs. <b>Member to request re-classing car, required.</b>
Mazda Protégé MP3 (2001)	83.0 x 92.0 1991	2610	1455 / 1460	17 x 7 Alum	205/45	3.31, 1.84, 1.31, 0.97, 0.76	4.11	(F) 10.2 x .9 Vented Disc (R) 10.3 x .9 Solid Disc	2780	<b>Member to request re-classing car, required.</b>
Mazda Protégé 5 (02-03)	83.0 x 92.0 1991	2610	1465 / 1470	16 x 6 Alum	195/50	3.31, 1.84, 1.31, 0.97, 0.76	4.11	(F) 10.2 x .9 Vented Disc (R) 10.3 x .4 Solid Disc	2745	<b>Member to request re-classing car, required.</b>
Mazda RX-8 (04-08)	2600	2703	TBA	18 X 8 (F&R)	225/45 (F&R)	3.76, 2.27, 1.65, 1.19, 1.0, 0.84 Alt: 3.82, 2.26, 1.54, 1.18, 1.00, 0.79	4.44 Alt: 4.78	(F) 323 Vented Disc (R) 303 Vented Disc	3220	<del>Mazdaspeed radiator #0000-01-8501 allowed. Mazdaspeed front sway bar kit #0000-04-8302-AD allowed. Mazdaspeed coil spring kit #QSEA-34-01Z allowed. Use of 2009 R3 transmission is permitted with alternate gear ratios as listed. R3 transmission must be paired with the listed alternate final drive. <b>Mazda Motorsports Exhaust Header Part # 0000-06 and Mazda Motorsports Air Intake Part # 0000-06-8601.</b></del>
Mazda RX-8 R3 (2009)	2600	2703	TBA	19 x 8 (F&R)	225/40 (F&R)	3.82, 2.26, 1.54, 1.18, 1.00, 0.79	4.78	(F) 323 Vented Disc (R) 303 Vented Disc	3220	<del><b>Mazda Motorsports Exhaust Header Part # 0000-06 and Mazda Motorsports Air Intake Part # 0000-06-8601.</b></del>
Mazda MX-5 / Miata Sport (99-00)	83.0 x 85.0 1839	2266	1435 / 1461	15 X 6	195/50	3.14, 1.89, 1.33, 1.00, 0.81	4.3	(F) 255 Vented Disc (R) 252 Solid Disc	2380	Rear interior brace may be removed for cage installation. As delivered w/ no performance kits or parts deletions. Detachable hardtop shall be installed (latches shall be replaced with positive fasteners), convertible top shall be removed. Spec Miata front and rear sway bar permitted. Rear sway bar must use middle hole. Allow Spec Miata suspension kit with the following perch measurements: Front: top-1.75" bottom-1.75" Rear: top-1.50" bottom-2.00" Measurements are taken from above(top)/below(bottom) the spring perch to the top/bottom of the collar. Spring perch settings must be locked with the set screw.

Mazda MX-5 / Miata (01-05)	83.0 x 85.0 1839	2266	15" wheel: 1435 / 1461 16" wheel: 1448 / 1474	16 x 6.5 Alum	15": 195/50 16": 205/45	3.14, 1.89, 1.33, 1.00, 0.81	4.3	(F) 254 Vented Disc (R) 252 Solid Disc Suspension Package: (F) 269.5 Vented Disc (R) 267.9 Solid Disc	2405	Factory "Sports" pkg. allowed. Optional Torsen limited slip differential allowed. Power steering delete option allowed. Detachable hardtop shall be installed (latches shall be replaced with positive fasteners), convertible top shall be removed. Spec Miata front and rear sway bar permitted. Rear sway bar must use middle hole. Allow Spec Miata suspension kit with the following perch measurements: Front: top-2.00" bottom-1.50" Rear: top-1.75" bottom-1.75" Measurements are taken from above(top)/below(bottom) the spring perch to the top/bottom of the collar. Spring perch settings must be locked with the set screw. <b>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 500 pounds front and 500 pound rear may be used</b>
Mazda MX-5 (06-08)	87.38 x 83.06 1999	2329	1491 / 1496	16 x 6.5 17 x 7 Alum	205/50	3.14, 1.89, 1.33, 1.00, 0.81 or 3.82, 2.26, 1.64, 1.18, 1.00, 0.83	4.1	(F) 289.6 Vented Disc (R) 279.4 Solid Disc	MSR: 2600 Non-MSR: 2500	Detachable hardtop shall be installed (latches shall be replaced w/ positive fasteners), convertible top shall be removed. Factory bolt-in roll bar/cross member may be removed to facilitate roll cage installation. MSR option permitted.
Mazda MX-5 Touring/ Grand Touring (09-11)	87.4 x 83.1 2000	2330	1491/ 1497	17x7 Alum	205/45	3.82, 2.26, 1.64, 1.18, 1.00, 0.83	4.1	(F)290 Vented Disc (R)280 Solid Disc	TBA	<del>Optional suspension package permitted. MSR option permitted including Bilstein shocks (F) 0000-04-5994-BL, (R) 0000-04-5992-BL.</del> 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 500 pounds front and 800 pound rear may be used - Cold Air Intake system (pictures and/or parts have to be sent to Topeka for approval) - OEM bump stops
Mazda6 s (03-07)	89.0 x 79.5 2967	2675	1530 / 1520	16 x 7 17 x 7 18 x 7	205/60 215/45	3.80, 2.13, 1.36, 0.94, 0.69	3.71	(F) 282 Vented Disc (R) 280 Solid Disc	TBA	<del>Rear sway bar: Mazdaspeed #GRMS-0M-L06-R and front sway bar #GRMS-0M-L06-F permitted.</del> 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 500 pounds front and 800 pound rear may be used - Cold Air Intake system (pictures and/or parts have to be sent to Topeka for approval) - OEM bump stops
Mini Cooper S (02-04)	77.0 x 85.8 1598	2467	1453 / 1461	Any stock wheel available allowed. Must have BMW or MINI identification. Entrant must supply proof that wheel was offered in USA from MINI in the form of a factory document.	195/55 or 205/55	4.17, 2.62, 1.97, 1.61, 1.33, 1.09	2.74	(F) 277 Vented Disc (R) 259 Solid Disc	TBA	<del>JCW struts (F)31-31-6-768-410 (R)33-52-6-768-412, springs (F)31-33-6-768-415 (R)33-53-6-768-418, and Mini Mania strut tower plate NMS7300 permitted. Factory limited slip from 05-06 Cooper S permitted. Ireland Engineering Mini Cooper Fixed Camber Plates 4/2002-2006 part "minicamber" permitted.</del> 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 500 pounds front and 800 pound rear may be used - Cold Air Intake system (pictures and/or parts have to be sent to Topeka for approval) - OEM bump stops

Mini Cooper S (05-06)	77.0 x 85.8 1598	2467	1453 / 1461	Any stock wheel available allowed. Must have BMW or MINI identification. Entrant must supply proof that wheel was offered in USA from MINI in the form of a factory document.	195/55 or 205/55	overall: 12.79, 7.79, 5.65, 4.62, 3.83, 3.13	N/A	(F) 277 Vented Disc (R) 259 Solid Disc	2750	<b>Convertible model not allowed. Factory optional limited slip differential allowed. JGW struts (F)31-31-6-768-410 (R)33-52-6-768-412, springs (F)31-33-6-768-415 (R)33-53-6-768-418, and Mini-Mania strut tower plate NMS7300 permitted. Ireland Engineering Mini Cooper Fixed Camber Plates 4/2002-2006 part "minicamber" permitted.</b> —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 500 pounds front and 800 pound rear may be used - Cold Air Intake system (pictures and/or parts have to be sent to Topeka for approval) - OEM bump stops
Mitsubishi Eclipse GT (00-05)	91.2 x 75.9 2972	2561	1509 / 1509	17 x 6.5	215/50	3.33, 2.10, 1.41, 1.03, 0.76	3.74	(F) 277 x 23 Vented Disc (R) 262 x 11 Solid Disc	3170	Member to request re-classing car, required.
Nissan Sentra Spec-V (07-08)	89.0 x 100.0 2488	2535	1466 / 1446	17 x 7 Alum	225/45	3.15, 1.94, 1.39, 1.06, 0.81, 0.63	4.13	(F) 305 Vented Disc (R) 278 Solid Disc	TBA	Factory Brembo brakes allowed. OEM optional limited slip differential permitted. 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 500 pounds front and 800 pound rear may be used - Cold Air Intake system (pictures and/or parts have to be sent to Topeka for approval) - OEM bump stops
Nissan Sentra SER (02-03)	89.0 x 100.0 2488	2535	1476 / 1455	16 x 6	195/55	3.15, 1.84, 1.26, 0.95, 0.77	4.133	(F) 280 x 22 Vented Disc (R) 258 x 9 Solid Disc	TBA	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 500 pounds front and 800 pound rear may be used - Cold Air Intake system (pictures and/or parts have to be sent to Topeka for approval) - OEM bump stops
Nissan Sentra SER Spec-V (02-04)	89.0 x 100.0 2488	2535	1466 / 1446	17 x 7 Alum	215/45	3.15, 1.94, 1.39, 1.06, 0.81, 0.63	4.13	(F) 280 x 22 Vented Disc (R) 232 x 7 Solid Disc	TBA	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 500 pounds front and 800 pound rear may be used - Cold Air Intake system (pictures and/or parts have to be sent to Topeka for approval) - OEM bump stops
Pontiac Firebird V-6 (96-02)	96.5 x 86.36 3790	2568	1542 / 1539	16 x 8	245/50	3.75, 2.19, 1.41, 1.00, 0.72	3.42	(F) 302 x 23 Disc (R) 305 x 25 Disc	3300	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
Pontiac Solstice (06-09)	88.0 x 98.0 2384	2415	1543 / 1561	18 x 8 Alum	245/45	3.75, 2.26, 1.37, 1.00, 0.73 or 3.75, 2.26, 1.51, 1.00, 0.73	3.91	(F) 296 Vented Disc (R) 278 Solid Disc	2900	Detachable hardtop GM part # PCS-0664 shall be installed (latches shall be replaced w/ positive fasteners), convertible top shall be removed. Limited slip differential (G80), factory ABS (JL), and suspension option (ZOK) allowed. Cold Air Intake system (pictures and/or parts have to be sent to Topeka for approval)
Saturn SC2 Coupe (97-00)	82.0 x 90.0 1901	2601	1443 / 1422	15	195/60	3.25, 2.06, 1.42, 1.03, 0.73	4.06	(F) 251 Disc (R) 245 Disc (R) 200 x 30 Drum	2475	Saturn SSC performance package (SPS # PKG-SSC-9798). Performance kit includes: Shocks (F): Carrera #54165/31552B4, Shocks (R): Carrera #54166/32642B4, Springs (F): H&R #54341F, Springs (R): H&R #54341R, Swaybar (R): Sway-Away #19516, Camber: -2.5 Degrees max. (F&R), Wheels: .250 max. wheel spacer per wheel. ABS brakes permitted. Member to request re-classing car, required.

Saturn SC2 Coupe (01-03)	82.0 x 90.0 1901	2601	1443 / 1422	15	195/60	3.25, 2.06, 1.42, 1.03, 0.73	4.06	(F) 251 Disc (R) 245 Disc (R) 200 x 30 Drum	2300	ABS brakes permitted. <b>Member to request re-classing car, required.</b>
Saturn SL2 (97-00)	82.0 x 90.0 1901	2601	1443 / 1422	15	185/65 205/50 (max)	3.25, 2.06, 1.42, 1.03, 0.73	4.06	(F) 251 Disc (R) 245 Disc (R) 200 x 30 Drum	2560	Saturn SSC performance package (SPS # PKG-SSC-9798). Performance kit includes: Shocks (F): Carrera #54165/31552B4, Shocks (R): Carrera #54166/32642B4, Springs (F): H&R #54341F, Springs (R): H&R #54341R, Swaybar (R): Sway-Away #19516, Camber: -.25 Degrees max. (F&R), Wheels: .250" max. wheel spacer per wheel. ABS brakes permitted. A max. tire size of 205/50 is permitted based on availability of performance tires; this max. size supersedes SS tire rule in SSCS section 9.1.7.E.7. <b>Member to request re-classing car, required.</b>
Saturn SL2 (01-03)	82.0 x 90.0 1901	2601	1443 / 1422	15	185/65	3.25, 2.06, 1.42, 1.03, 0.73	4.06	(F) 251 Disc (R) 245 Disc (R) 200 x 30 Drum	2560	ABS brakes permitted. <b>Member to request re-classing car, required.</b>
Scion tC (03-07)	88.5 x 96.0 2326	2700	1506 / 1506	17 x 7 Alum	215/45	3.54, 2.05, 1.33, 0.97, 0.78	4.24	(F) 275 Vented Disc (R) 269 Solid Disc	2900	<b>Member to request re-classing car, required.</b>
Subaru Impreza (non-turbo) (04-06)	99.5 x 79.0 2457	2524.8	1485.9 1480.9	16 x 6.5 (F&R)	205/55 (F&R)	3.45, 2.06, 1.45, 1.09, 0.78	4.11	(F) 274.3 Vented Disc (R) 261.6 Solid Disc	3135	<b>Member to request re-classing car, required.</b>
Subaru Impreza (2008-11)	99.5 x 79.0 2457	2620	1495/ 1495	16 x 6.5 Alloy	205/55	3.45, 2.06, 1.45, 1.09, 0.78	3.9	(F) 255 x24 Vented (R) 280 x10 Solid	3150	<b>Member to request re-classing car, required.</b>
Toyota Celica GTS (00-05)	82.0 x 85.0 1796	2598	1488/ 1478	16 x 7 Alloy	205/50	3.17, 2.05, 1.48, 1.17, 0.92, 0.73	4.53	(F) 280 Vented (R) 262 Solid	TBA	<del>TRD</del> Shocks/Springs Part #PTR11-20000-05 permitted. TRD Sway Bars Part #PTR06-20002-01 permitted. TRD Limited Slip Part #41301-ST804. ABS option allowed Canton Accusump #24-026, install sandwich #24-700, valve #24-260, and related hoses and brackets allowed. <b>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.</b> - Any spring up to a maximum spring rate of 800 pounds may be used - Cold Air Intake system (pictures and/or parts have to be sent to Topeka for approval) - OEM bump stops
Toyota MR-2 Spyder 16V DOHC (01-05)	2001: 79.0 x 91.5 1794 02- 03: 81.0 x 77.0 1587	2450	1475 / 1460	01-02: (F) 15 x 6 (R) 15x6.5 03-05: (F) 15 x 6 (R) 16 x 7	(F) 185/55 01-02(R) 205/50 03- 05(R) 215/45	3.17, 1.90, 1.39, 1.03, 0.82	3.25		TBA	Detachable hardtop shall be installed (latches shall be replaced w/ positive fasteners), convertible top shall be removed. <b>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.</b> - Any spring up to a maximum spring rate of 500 pounds may be used - Cold Air Intake system (pictures and/or parts have to be sent to Topeka for approval) - OEM bump stops
Toyota Matrix Matrix XRS (03-08)	82.1 x 85.1 1795	2601	1519 / 1497	17 Alum	215/50	3.17, 2.05, 1.48, 1.17, 0.92, 0.72	4.5	(F) 331 Vented Disc (R) 356 Solid Disc	2905	<b>Member to request re-classing car, required.</b>

#### Class 4:

Class 4	Bore x Stroke (mm) Displacement (cc)	Wheelbase (mm)	Track F & R (mm)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Chevrolet Sonic (2012)	80.5 x 88.2 1796	99.4	59.4/59.4	3.73, 2.14, 1.41, 1.12, 0.89	3.94	(F)10.8 (R) 9.0 drum	2800	31mm Flat Plate Restrictor.
Fiat 500 (2012)	72.0 x 84.0 1368	90.6	55.4/55.0	3.91, 2.16, 1.35, 0.98, 0.77	3.73	(F) 10.1 x 0.9 (R) 9.4 x 0.4	2280	Fiat suspension kit P5154820, Front main spring P5154821, Front damper assy with top mount P5154822, Rear main spring P5154823, Rear damper assy P5154824, Rear coil spring adapt kit P5154825,

Ford Fiesta (4-dr) (11-12)	79.0 x 81.4 1596	98	57.7/57.7	3.86, 2.04, 1.28, 0.95, 0.74	4.07	(F) 10.2 (R) 7.9 drum	2575	34mm Flat Plate Restrictor. Suspension kit: #M-FR3-FASB
Honda Fit (09-12)	73.0 x 89.55 1499	98.4	58.7/58.1	3.31, 1.87, 1.30, 0.95, 0.73	4.62	(F) 10.3 (R) 7.9 drum	2500	34mm Flat Plate Restrictor. Damper and spring set 51600F23SA100, Damper FR LH 51605F23SA100, Damper FR RH 51606F23SA100, Damper RR 52610F23SA100, Spring FR (325) 51401F23SA100, Spring RR (350) 52441F23SA300, Helper spring 52442FC4YA000, Spring spacer 52443FC4YA000, Spring adjust assy RR 52691F23SA010. Seat upper FR spring 51688F23SA200,
Kia Rio 5-door (2012)	77.0 x 85.44 1591	101.2	59.9/60.0	3.76, 2.04, 1.28, 1.03, 0.89, 0.77	3.83	(F) 10.1 x 0.9 (R) 10.3 x 0.4	2600	23mm Flat Plate Restrictor. AKSJ03-10-001 Damper Frt Assembly; KSJ03-10-002 Spring_Eibach 0600.0225.500; KSJ03-10-003 Spring Spacer ; AKSJ03-20-001 Damper-AST-Rear; KSJ03-20-002 Rear Spring Eibach 0600.0250.500; KSJ03-20-003 Rear Upper Spring Perch Delrin; KSJ03-20-004 Rear Spring Spacers-Aluminum; KSJ03-20-005 Rear Spring Spacer Intermediate; AKSJ03-60-001 Sump Pan Extension
Mazda2 (11-12)	78.0 x 83.0 1499	98	58.1/57.7	3.42, 1.84, 1.29, 0.97, 0.78	3.85	(F) 10.1 (R) 8.0 drum	2300	Coil over shock kit (Bilstein) 0000-04-2201-BL, Front springs (ERS) 0000-04-9350-07, Rear springs (ERS) 0000-04-9250-07, Helper springs F&R 0000-04-9926, Spring spacer F&R 0000-04-9925, Front sway bar end links adjustable 0000-04-2202, Rear sway bar 0000-04-2203-RR, Modified strut bearing plate 0000-04-2204, Crash bolt set 0000-04-2205,
MINI Cooper (07-12)	77.0 x 85.8 1598	97.1	57.4/57.8	3.21, 1.79, 1.19, 0.91, 0.78, 0.68	4.35	(F) 11.0 (R) 10.2	2600	33mm Flat Plate Restrictor. L/F Strut-spring assembly 31 31 1 126, R/F Strut-spring assembly 31 31 1 125, Rear Shock-spring assembly 33 50 1 125,
Nissan Versa (07-11)	80.4 x 81.1 1797	102.4	58.3/58.5	3.73, 2.11, 1.45, 1.17, 0.97, 0.81	3.93	(F) 11.02 x 0.95 (R) 9.0 drum	2750	35mm Flat Plate Restrictor.
Nissan Versa (09-11)	78.0 x 83.6 1598	102.4	58.3/58.5	3.73, 2.05, 1.39, 1.03, 0.89	4.07	(F) 10.2 x 0.87 (R) 8.0 drum	2500	
Nissan Versa (2012)	78.0 x 83.6 1598	102.4	58.3/58.5	3.73, 2.05, 1.39, 1.03, .089	4.07	(F) 10.2 x 0.87 (R) 8.0 drum	2490	
Toyota Yaris (07-12)	74.9 x 84.6 1491	96.9	58.3/57.9	3.55, 1.90, 1.31, 0.97, 0.82	3.72	(F) 10.0 (R) 7.9 drum	2420	

CLASS 4	Bore x Stroke (mm) Displacement (cc)	Wheelbase (mm)	Track (F&R) (mm)	Wheel Size (in.)/Mat'1	Tire Size (stock)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes
Acura Integra LS/ (3 or 4 door) (95-01)	81.0 x 87.2	2571	1476 / 1471	15 x 6 Alum	195/55	3.23, 1.90, 1.36, 1.03, 0.79	4.4	(F) 262 x 21 Vented Disc (R) 239 x 10 Solid Disc	TBA	-Interiors may be removed -Must compete in Showroom Stock configuration
Ford Focus ZX-3 (00-03)	84.0 x 88.0 1988	2616	1494 / 1486	15 x 5.5 16 x 6 Alum	195/60	3.67, 2.14, 1.45, 1.03, 0.77	3.82	(F) 259 x 23 Vented Disc (R) 203 x 31 Drum	TBA	Engine breather hose may be routed to a catch can; the resultant opening in the air box must be plugged. -Interiors may be removed -Must compete in Showroom Stock configuration



Honda Civic Coupe (96-00)	75.0 x 90.0 1590	2621	1476 / 1476	14 x 4.5	185/65	3.25, 1.90, 1.25, 0.91, 0.70	4.25	(F) 262 Vented Disc (R) 201 Drum	2500	<del>Honda Motorsports performance package (#17D50-S02-C1) permitted. Performance kit includes: Shocks (F): Koni #8042-1001, Shocks (R): Koni #8042-1002, Springs (F): Eibach Kit #9328-140, 350# rate, Springs (R): Eibach Kit #9328-140, 500# rate, Swaybar (R): Neuspeed #H43-22-72, 22mm, Camber: +/- 2° from service manual specs, Wheels: Enkei #ENK13214649SM, 14 x 6". Interiors may be removed -Must compete in Showroom Stock configuration</del>
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## WHAT DO YOU THINK?

### Formula/Sports Racer

#### FB

#### 1. #7130 (David Gomberg/Stan Clayton) FB engine restrictions

Based on discussions regarding this topic, the FSRAC has reviewed letter #7130 and agreed that the original intent of the FB Class was not an open ended engine output escalation race. It is our opinion that the class would benefit from a cap on horsepower to a maximum of 175. This would thereby generally regulate the cost for new engine development, provide the opportunity for a continued supply of new engines as natural obsolescence occurs, and provide engine durability improvement as this value is lower than even the current standard engines in the class.

After reviewing the information provided which included opinions from within the class and Mr. George Dean (a current engine builder in the class), it is the intention of the FSRAC to seek member input on the following approach.

All engines to be utilized in the class will require the following:

1. A Competitor wishing to run an engine in the class must submit an appropriate, and predetermined, data set to the CRB that adequately demonstrates that the engine does not exceed the 175 hp output limit for a prescribed set of tests (see note below).
2. If the output is higher than 175, the competitor must restrict the engine with the use of thin plate, Flat Plate Intake Restrictors as described within the GCR Appendix F, page 155.
3. These restrictors shall have the same 2-dimensional shape and openings for all four cylinders.
4. The restrictors shall be mounted between the throttle body and the cylinder head, within the rubber mounting sleeve for each of the four cylinders.
5. The competitor will submit a sample set of four restrictors and a true to size 2D drawing with the package for approval.
6. If the engine is below 175hp, no restriction is required.
7. The competitor understands that the CRB will publish the acceptable engine information and restrictor profiles within the GCR if the package is approved.
8. A newly approved engine will not be allowed to run at the Runoffs unless it has been entered and finished at least four National races prior to competing at the Runoffs.
9. The CRB will continue to use competition adjustment if an engine package is shown to have an advantage after approval.

The FSRAC believes that a standardized package of data needs to be identified and provided to competitors considering a new engine such that they clearly understand the requirements before supporting a new development effort. A standardized package would likely include considerations such as; engine dynamometer pulls under strict normalized test conditions, disclosed ignition timing, disclosed configuration (header, intake, etc.), minimum leak-down and compression values of the engine tested, and/or minimum numbers of pulls that are averaged. These are all examples of requirements that may be imposed to assure that the provided test data is valid.

Our Committee seeks Member input on the approach and desired requirements for the standardized test metrics for inclusion of a new engine in the class.

Respectfully,  
Members of the Formula & Sports-Racer Rules Advisory Committee

Please send your comments for or against via the form at <http://www.crbscca.com> or [www.clubracingboard.com](http://www.clubracingboard.com).

## **FV**

### **1. #7689 (Stephen Saslow) Minimum Weight Increase**

The question has been raised that FV weight should be raised from 1025 to 1050 based on the addition of many safety related items over the past few years, i.e. front roll hoops, arm restraints, head and neck support-type devices, fire bottles, etc. Please send your comments for or against via the form at <http://www.crbscca.com> or [www.clubracingboard.com](http://www.clubracingboard.com).

## **MEMBER ADVISORIES**

None.

## **NOT APPROVED BY THE CRB**

### **GCR**

#### **1. #6416 (Dave Kavitski) Add language to clarify and prevent blocking**

Thank you for your request. GCR 6.11.1.C is adequate as written. Concerns about blocking can be addressed at any event through the protest process. Please note that the philosophy of this rule is: "Abrupt changes in direction that impede or affect the path of another car attempting to overtake or pass may be interpreted as an effort to deprive a fellow competitor of the right to racing room."

#### **2. #6428 (Darwin Felix) Regional/National designation on cars for Rational events**

Thank you for your request for clarity. As this is an organizer's option, please contact your Region about designations. If, at a specific event, you feel there is a concern with respect to a particular competitor's on-track performance, please consult with the event Stewards.

#### **3. #6437 (Darwin Felix) Do not allow Novice Permit holders to participate in Rationals**

Thank you for your letter. The CRB has no plans to recommend a change to this rule. This decision is the organizing region's option, so please contact your region about whether or not to include Novice Permit holders.

#### **4. #6438 (Darwin Felix) Stricter Novice Permit to Regional License requirements**

Thank you for your letter. Reviewing incident reports indicates no demonstrated need to tighten the requirements, and the CRB has no plans to modify licensing requirements at this time.

#### **5. #6480 (Eric Danielsen) Meaning of the Yellow Flag**

Thank you for your concern. The purpose of the GCR definition of either stationary or waving yellow flag is to give the F&C staff on station the widest possible latitude to assess the situation and determine the proper flag condition based on best judgment to ensure the safety of everyone. Every guideline has exceptions and F&C staff should continue to use their best judgment for safety in each situation.

#### **6. #6540 (R J Gordy) Side protrusions**

Thank you for your request. Creating a rule that would limit protrusion distances from the sides of cars could cause significant issues for many cars and classes. The CRB, therefore, has no plans to develop such a rule. If a situation arises at an event that appears to be a safety issue, please work a resolution with Tech and the Stewards.

#### **7. #6638 (Peter Watson) Aborted Start**

Thank you for your suggestions about rewording and reorganizing GCR 6.5.1.H. The CRB feels the rules are adequate as written, but will review the organization with an eye toward increasing clarity.

#### **8. #6639 (Peter Watson) Car Numbers**

Thank you for your letter regarding compliant numbers. The GCR language is adequate as written. Any official in any specialty or any competitor can alert the Stewards or Timing and Scoring to number compliance concerns.

#### **9. #6966 (Hilton Tallman) Proper use of head and neck support-type devices for next year**

Thank you for your letter. It is the responsibility of each competitor to ensure proper use of his/her safety equipment based on the manufacturer's guidelines. It is Tech's purview to inspect all safety equipment and its use at any time; however, Tech is not required at annual inspections to determine if, when seated in the racecar, the driver is properly using a head and neck support-type device. The CRB has no plans create such a requirement (rule).

#### **10. #7118 (Peter Jankovskis) Rules For Determining 2012 CenDiv National Champions**

The CRB has no plans to make changes to Divisional Champion definitions for 2012. Please express your concerns to your Division's leadership about the number of national races in your division.

#### **11. #7287 (Bill Blust) Runoffs Specification/General participation/car count**

Thank you for your letter. The CRB has no plans to recommend Runoffs specifications for cars. Please see letter #7360 (April 2012 Fastrack).

## **Formula/Sports Racer**

### **FV**

1. #7695 (Bruce Livermore) Spec Tire for Formula Vee

Thank you for your effort. Spec tires are not in the philosophy of Formula Vee. The CRB has no plans to specify a spec tire for FV, as current tires are sufficient.

## **Grand Touring**

### **GT**

1. #7649 (Cliff Ebben) Please re-set weight for GT1 to 2010 rule

Thank you for your request. Please see letter #7571.

### **GT1**

1. #7571 (Mitch Poremba) Revert to weight rules before 2010 for GT1

Please see letters below with similar subjects. Member input is not sufficient to justify these requested rules changes.

2. #7600 (Charles Wicht) Reduce the weight of running a SB2 in GT1 by 60lbs

Thank you for your request. Please see letter #7571.

3. #7604 (Mitch Poremba) Rules submitted: see my previous submissions

Thank you for your request. See response to letter #7571. Letters #7572 and #7573 have been removed from consideration per your request.

4. #7608 (Jeff Bailey) Remove 60lb weight from SB2 and canted heads

Thank you for your request. Please see letter #7571.

5. #7609 (Jeff Bailey) GT1 RPM limit

Thank you for your request. The CRB has no plans to limit engine revs in GT.

6. #7610 (DENNIS LAMERS) Increase weight of GT-1 class

Thank you for your request. Please see letter #7571.

7. #7620 (Butch Kummer) Increase Minimum Weights

Thank you for your request. Please see letter #7571.

8. #7621 (Butch Kummer) Drop Splayed Valve Penalty

Thank you for your request. Please see letter #7571.

9. #7632 (Thomas Stanford) Return to 2010 Weight Rules for GT-1

Thank you for your request. Please see letter #7571.

10. #7643 (Ryan McManus) Take off 60# Head Penalty

Thank you for your request. Please see letter #7571.

11. #7646 (Stan Cisar) GT1 Tires

Thank you for your request. Your suggestion of a spec tire for GT1 is not within the GT1 class philosophy.

12. #7658 (David Jans) Set weight of GT-1 back to the 2010 spec

Thank you for your request. Please see letter #7571.

### **GTL**

1. #7492 (Chris Doodson) Rear sway bar install

Thank you for your letter. For safety concerns, all interior mounted suspension components must be covered by a metal panel. The CRB has no plans to change this rule.

## **Super Touring**

### **STO**

1. #7372 (Joel Lipperini) STO Car classification TVR 280i

Please refer to letter #7417 (Technical Bulletin).

2. #7374 (Joel Lipperini) Lotus Elise/Exige

Please refer to letter #7417 (Technical Bulletin).

3. #7375 (Joel Lipperini) Lotus Esprit classification into STO

Please refer to letter #7417 (Technical Bulletin).

### **STU**

1. #7750 (Ian Stewart) Hood Bulge

Thank you for your input. Modification of hoods is not part of the ST class philosophy.

### **STL**

1. #7503 (Greg Amy) Increase the STL RWD Adder

Thank you for your request. The CRB will continue to monitor the performance of RWD STL cars compared to FWD STL cars to determine if weight adjustments need to be made. The CRB does not recommend making weight changes at this time.

2. #7718 (Corey Roun) Rear Wing wagonback/notchback/hatchback

Thank you for your input. The CRB has no plans to change wing height for cars with wagonback/notchback/hatchback style bodies.

### **Improved Touring**

#### **ITR**

1. #7178 (Ben Phillips) Porsche 968 ride height

Thank you for your request. The CRB has no plans to change this rule, as it is adequate as written.

#### **ITS**

1. #7635 (James Rothenberger) Replacement windshields & glass Porsche 944 cup car

Thank you for your request. Allowing Lexan windshields is not in the philosophy of IT and the CRB has no plans to change this rule. The CRB recommends participation in an SCCA class that does allow Lexan windshields such as ST, or regional classes that may allow Lexan windshields (such as, perhaps, ITE or SPO).

#### **IT**

1. #6823 (Rick Henschel) DOT Tire specs.

Thank you for your input. The CRB has no plans to change this rule.

2. #6947 (Jerry Hooten) Dissolve IT classes

Thank you for your input. The CRB has no plans to change the IT rules or philosophies in the directions you are suggesting.

### **Production**

None.

### **American Sedan**

1. #6391 (Joe Aquilante) Restricted prep Mustang.

Thank you for your input. The CRB will continue to monitor this car to determine performance and/or adjustments before making any classification decisions about this car as a Restricted Preparation American Sedan car.

2. #7468 (Wes Sealy) Classify 2nd Gen Trans Am's for A Sedan

Thank you for your request. The CRB does not support older technology cars in American Sedan, due to safety and the speeds that current American Sedan cars achieve. It is recommended that you seek Vintage venues for your racing plans through your local region, or consider running region specific classes where your car might fit (such as ITE or SPO). The SCCA Vintage GCR can be found at: <http://scca.cdn.racersites.com/prod/assets/UpdatedVintageGCRRuleBook.pdf>

3. #7485 (Wes Sealy) Addendum

Please see letter #7468.

### **Showroom Stock**

#### **SSB**

1. #7592 (Mark McCaughey) Approve an alternate available kit

Thank you for your request. There is consideration for this item as part of the package for the 2013 Touring class restructuring ruleset.

#### **B-Spec**

1. #7613 (Peter Schwartzott) Removal of catalyst

Thank you for your request. Retaining the catalytic converter is a core philosophy of the B-Spec class.

2. #7683 (Laurence Raines) B Spec Fiat 500 Abarth?

Thank you for your request. Only normally aspirated cars are considered for B-Spec. You may race the standard model.

## **Spec Miata**

None.

## **Touring**

### **T1**

1. #7385 (Bob Kelley) Allow LS-3 engine

Thank you for your request. There is consideration for this item as part of the package for the 2013 Touring class restructuring ruleset.

### **T2**

1. #7010 (Lance Stewart) Allow Miller Mustang in T-2

Thank you for your request. The Miller Mustang does not fit the class philosophy of Touring.

2. #7518 (Matt Samojedny) Add H&R Springs to E92 M3

Thank you for your request. There is consideration for these items as part of the package for the 2013 Touring class restructuring ruleset.

### **T3**

1. #7628 (Tim Myers) Increase tire size to +20mm and reduce weight

Thank you for your letter. The performance potential of the T3 Mustang has not been shown. The CRB will monitor the performance of the car to determine if adjustments are required.

2. #7668 (Brett Mars) Reduce the weight of the 2011 Mustang in T3

Thank you for your request. Please see letter #7628.

3. #7688 (Tim Myers) Positive adjustments for T3 V6 Mustang

Thank you for your request. Please see letter #7628.

## **PREVIOUSLY ADDRESSED**

None.

## **NO ACTION REQUIRED**

### **GCR**

1. #6417 (Dave Kavitski) Prepare rules that don't force competitors to cheat

Thank you for your letter. If there are specific rules you feel encourage non-compliance, please submit them to the CRB for their consideration.

2. #6432 (Stephen Hyatt) Who controls policy/proc for specialty manuals?

The CRB reviews and approves national specialty manuals, but these can be supplemented and adapted to reflect local practices. Please consult with your Executive Steward about your concern.

3. #6589 (Brian McCarthy) Establish restricted national classes at rationals

Thank you for your input. Please review GCR 3.1.4 which describes restricted nationals. The San Francisco Region is operating within the GCR rules if it conducts such an event.

4. #6593 (Quinn Posner) Rationals and San Francisco Region - do not restrict classes

Thank you for your input. Please see letter #6589.

5. #6594 (Stephen Saslow) Do Not Restrict Classes in Rationals

Thank you for your input. Please see letter #6589.

6. #6597 (Bob Posner) SF Region rationals - Do not limit classes

Thank you for your input. Please see letter #6589.

7. #6762 (Darwin Felix) 10 Divisional Bonus Points to help struggling regions/events

Thank you for your suggestion. The CRB has no plans to suggest National Points structure changes to the Board of Directors.

8. #7039 (Larry Savage) Class reorganization

Thank you for your compliments. The CRB will continue to have the best interests of drivers in mind in all aspects under the CRB's purview.

9. #7047 (Barry Wills) The new 24 class proposal

Thank you for your input.

10. #7072 (Jason Berkeley) Class Restructuring Concepts  
Thank you for your letter. Please see letter #7039.

11. #7104 (Eric Heinrich) SFI 38.1 recertification  
Thank you for your support.

12. #7110 (Peter Jankovskis) Decreasing Runoffs Attendance /Decline in CenDiv Nationals  
Thank you for your letter. The CRB has no purview in the scheduling of nationals within your Division. The CRB suggests you express your concerns to your Divisional leadership.

13. #7120 (Peter Zekert) Request GTL Runoffs race on Friday 21 SEP 2012  
Thank you for your request. The 2012 Runoffs schedule has been developed by the SCCA staff in Topeka and approved by the Board of Directors. There are no plans to change the schedule.

14. #7148 (Larry Savage) Congrats - Majors program  
Thank you for your enthusiastic support of the Majors Program!

15. #7200 (Earl Hurlbut) Delete GCR section Appendix B, paragraph 1.2.H.1  
Thank you for your letter. Your request is being referred to the Board of Directors in light of the new national racing initiatives.

### **Formula/Sports Racer**

#### **F5**

1. #7189 (Thomas Manalio) The Challenge F5/F6  
Thank you for offering your equipment for such an interesting comparison.

#### **FV**

1. #7692 (Bruce Livermore) Increase Minimum Weight to 1050  
Please see letter #7689 under WDYT.

### **Grand Touring**

#### **GT1**

1. #7611 (Ryan McManus) Leave weights for class as is  
Thank you for your request. Please see letter #7571.

2. #7612 (Roger McManus) Leave GT1 weights as they are currently  
Thank you for your request. Please see letter #7571.

3. #7629 (Charles Wicht) GT1 Weight  
Thank you for your request. Please see letter #7571.

4. #7645 (Stan Cisar) GT1 weight  
Thank you for your request. Please see letter #7571.

5. #7652 (Bob Ruman) GT1 weights  
Thank you for your request. Please see letter #7571.

6. #7653 (Bob Ruman) Spec tires/bias tires  
Thank you for your input. Please see letter #7646.

7. #7665 (Amy Ruman) Don't change GT-1 weight rules  
Thank you for your request. Please see letter #7571.

### **Super Touring**

#### **STO**

1. #7675 (Alex Reznikov) Tube frame cars in STO  
Thank you for your request and your interest in SCCA. Your car may be eligible in regional SPO classes and national or regional GT classes, but tube frame cars are not eligible to compete in Super Touring.

#### **ST**

1. #7677 (Dale Shoemaker) Clarification of new STL weight for 1.8 liter Miata  
Thank you for your question. Yes, the 2.5% penalty for rear wheel drive still does apply.

2. #7682 (Scott Bartlett) Allow reasonable modification to chassis for safety equipment

Thank you for your request. Please see the response to letter #7678 (Technical Bulletin). Please also note that SM or IT cars running in ST must follow their respective class rules.

#### **STL**

1. #7638 (Rod Dykhouse) Which weight is correct?

Thank you for your input. This has been taken care of. The CRB will continue to monitor and make weight adjustments as needed.

#### **Improved Touring**

None.

#### **Production**

1. #7424 (Kevin Ruck) Review new grill/radiator-opening screen rule

Thank you for your concern. Please see adopted rule modification in letter #7663, April 2012 Fastrack, Technical Bulletin.

2. #7451 (Eric Prill) Radiator Screen Input

Thank you for your concern. Please see adopted rule modification in letter #7663, April 2012 Fastrack, Technical Bulletin.

3. #7534 (Andrew Chartrand) HP or FP for my 1.2L Corolla

Thank you for your request. If the HP Toyota Corolla that is classed with the 1.6 liter engine also was offered with a 1.2 liter engine, the 1.2 liter engine can be replaced with the 1.6 liter engine to make the car eligible for HP. The CRB has no plans to classify the 1.2 liter engine at this time.

4. #7670 (Evan Webb) Support for Prod FI changes

This request is a recommended rule change for 2013 (to be presented at the next Board of Directors meeting). Please see letter #7154 in the April 2012 Fastrack Minutes.

#### **EP**

1. #7435 (Donald Walsh) Rule re: radiator screens

Thank you for your concern. Please see adopted rule modification in letter #7663, April 2012 Fastrack, Technical Bulletin.

#### **FP**

1. #7671 (Gordon Jones) Fuel Injection

This request is a recommended rule change for 2013 (to be presented at the next Board of Directors meeting). Please see letter #7154 in the April 2012 Fastrack Minutes.

#### **HP**

1. #7714 (Bob Hess) TB-04, 3/20/2012, Item 7663, Taping Oil Coolers/ Radiators

Thank you for your concern. Please see adopted rule modification in letter #7663, April 2012 Fastrack, Technical Bulletin.

#### **American Sedan**

None.

#### **Showroom Stock**

##### **B-Spec**

1. #7702 (vanderPutten Garrett) B-Spec Support for Chevy Sonic

Thank you for your support and offer of assistance.

##### **Spec Miata**

None.

#### **Touring/Showroom Stock**

##### **T2**

1. #6974 (Michael Greuter) Wing height clarification Porsche

Thank you for your input. The 3.8 RSR wing is a Porsche product. The spec line for this car states: "Rear wings may be no higher, relative to the roofline, than a factory, non-extended, 3.8 RSR wing." The CRB recommends contacting Porsche for non-extended height of this wing and then contacting Getty to determine if your wing is compliant or not.

2. #7309 (Michael Sullivan) Brakes and Bars for T-2 S-2000

Thank you for your request. There is consideration for these items as part of the package for the 2013 Touring class restructuring

ruleset.

**RESUMES**

1. #6860 (Jacek Mucha) Application for F/SR Committee

Thank you for submitting your resume, the FSRAC is currently sufficiently staffed and your resume will be kept on file for consideration as additional and new members are required.

2. #6929 (Dennis Joyce) Response - Background of Candidate for GCR Committee

Dennis Joyce has been added to the GCR Committee.



# CLUB RACING TECHNICAL BULLETIN

DATE: April 20, 2012

NUMBER: TB 12-05

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 5/1/2012 unless otherwise noted.

## GCR

1. #7749 (SCCA Staff) Clarify seat belt mounting language.

In GCR section 9.3.19.F, correct the following section to allow seatbelt manufacturer provided mounting hardware as follows:

“Each seat (lap) and shoulder belt of the harness (5, 6, or 7 points) shall have an individual mounting point (i.e. 2 for seat belt and 2 for shoulder belt minimum). 6 or 7 point system anti-submarine straps may share a mounting point with one or both seat (lap) belt(s). The minimum acceptable bolts used in the mounting of all belts and harnesses is SAE Grade 5. *Mounting hardware, including eye bolts, as provided by the belt manufacturer, may also be used for mounting belts and harnesses.* Where possible, seat belt, shoulder harness, and anti-submarine strap(s) should be mounted to the roll structure or frame of the car. Where this is not possible, large diameter mounting washers or equivalent should be used to spread the load. Bolting through aluminum floor panels, etc., is not acceptable. Holes in the roll cage to accommodate the installation of the harness must be bushed and welded completely.”

2. #7753 (SCCA Staff) Proposal to allow MSA formula Roll Over Protection homologations

Add 9.4.5.E.10 as follows:

*“Single seat cars may compete with an approved MSA (Motor Sports Association UK) National Single Seater Roll Structure Certificate. All related engineering drawings and documents shall be submitted to SCCA Technical Services with the homologation request.”*

## Formula/Sports Racer

None.

## Grand Touring

None.

## Improved Touring

### ITR

1. #6637 (Andy Bettencourt) 1984 C4 Corvette Classification

In ITR, classify the 1984 Chevrolet Corvette C4 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>Chevrolet Corvette (1984)</i>	<i>V8 OHV</i>	<i>101.6 x 88.4 5700</i>	<i>(I) 49.28 (E) 38.1</i>	<i>9:01</i>	<i>96.2</i>	<i>17</i>	<i>2.88, 1.91, 1.33, 1.00</i>	<i>(F) 292.1 Disc (R) 292.1 Disc</i>	<i>3200</i>	

## Production

### EP

1. #7586 (Erik Strelnieks) 2.7 liter engine option

In EP, classify the 2000-2004 Porsche Boxster 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.)
<i>Porsche Boxster(2000-2004)</i>	<i>2</i>	<i>2850 * 2921 ** 2993</i>	<i>6 Cyl. DOHC</i>	<i>85.5x78 (3.37x3.07)</i>	<i>2,687(163.9)</i>	<i>Alum</i>	<i>Alum</i>	<i>33.3(I) 28.1(E)</i>	<i>Fuel Injection</i>	<i>2415 (95.1)</i>	<i>1560.1/1614.9(61.4/63.6)</i>

EP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/(in.)	Notes:
Porsche Boxster (2000-2004)	17x8.5	5	(F) 298(11.7) vented (R) 290(11.4) vented		Comp. Ratio limited to 12.0:1, Valve lift limited to .500".

## 2. #7720 (Joe Boruch) Alternate Differential Housing Honda S2000

In EP, Honda S2000 (00-03), add to the notes as follows: *"Honda S2000 2004-2009 differential housing is permitted."*

## Super Touring

### STO

1. #7827 (SCCA Staff) Allow the Solstice to compete with alternate hardtop.

In STO, Pontiac Solstice, add to the chassis specific notes as follows: *"For Pontiac Solstice: May use hardtop GM PCS-0664 or equivalent aftermarket. May compete with stock fuel tank."*

### STU

1. #7678 (ST Committee) Miata Tunnel Modification

In STU, add to table A as follows:

Model: *Mazda Miata*

Max disp. *All*

Weight: *chart*

Notes: *"The transmission tunnel may be modified for the purpose of installing a competition driver seat. The floor pan must remain in its original position."*

2. #7680 (ST Committee) Increase FWD Subtractor in STU

In section 9.1.4.2.1.4, change the FWD subtractor as follows: "Front wheel drive cars may reduce their minimum weight by *5% lbs.* Front wheel drive cars with a strut type front suspension may reduce their minimum weight by an additional *2.5% lbs.*"

3. #7709 (David Heinz) 13B Bridgeport Fuel Injection

Clarify the last sentence of section 9.1.4.2.1.1 as follows: "The Mazda 13b bridge port engine is allowed with stock fuel injection *intake manifold & throttle body*, or automotive 2 barrel carb with 44 mm chokes at 2600 lbs."

### ST

1. #7417 (Eric Heinrich) Clarify definition of chassis/engine manufacturer being the same.

Clarify section 9.1.4.G.1 as follows: "Alternate engines may be used, if the manufacturer of the vehicle and engine are the same (e.g., an Acura engine installed into a Honda car) and was available in a car delivered in North America. *"Vehicles delivered with engines from other manufacturers (e.g. Morgan, Panoz, etc) may only use the originally installed engine, or another engine manufactured by the chassis manufacturer (e.g. Lotus Elise may use the Toyota ZZ engine, or any other Lotus manufactured engine that complies with the class rules, however a Lotus Esprit may not install a Toyota ZZ engine)"*

### STL

1. #7656 (Mark Connolly) Mini Cooper S in STL

Clarify section 9.1.4.3.D.1 as follows: "~~Turbocharged engines~~ *Forced induction* are ~~is~~ not permitted in STL."

2. #7679 (ST Committee) Pontiac Solstice and Saturn Sky

Create a spec line table in STL section 9.1.4.1.3.J. Add the Pontiac Solstic/Saturn Sky as follows:

Model: *Pontiac Solstice/Saturn Sky*

Weight: *NA*

Maximum Displacement: *All*

Notes: *"May use hardtop GM PCS-0664 or equivalent aftermarket. May compete with stock fuel tank."*

## American Sedan

None.

## Spec Miata

1. #7405 (Jim Drago) Allow flat washers under the say bar shackles.

Clarify section 9.1.8.C.4.d, by adding the following language: "*Metal shims of up to 1/8" total thickness may be added between each anti-roll bar mount shackle and its stock mounting point on the chassis.*"

## Touring/Showroom Stock

### T2

1. #7295 (Jeffery Kettman) VTS Submission Part 3 (2012 Camaro)

In T2, Chevrolet Camaro SS (10-11), add the 1LE suspension package, and update the spec line as follows:

<b>T2</b>	Bore x Stroke (mm)/ Displ. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Chevrolet Camaro 1LE, SS (10-13)	103.3 x 92.0 6162	2853	20 X 10 (F & R)	295/35 (F & R)	3.01, 2.07, 1.43, 1.00, 0.84, 0.57	3.45 or 3.91	(F) 355 x 32 Vented (R) 365 x 28 Vented	3700	1LE-SS Track Pack permitted, Tower Brace 22756880, oil-air separator 12653074, 57 mm flat plate restrictor required.

### T3

1. #7821 (Club Racing Board) 350Z

In T3, Nissan 350Z Track/Touring/Standard/Nismo (03-08), change the notes as follows: "Base model and "Rev Up" engines: 52mm 58mm restrictor required."

# CLUB RACING COURT OF APPEALS

## JUDGEMENT OF THE COURT OF APPEALS

Brad Drew vs. SOM COA Ref. No. 12-01-SP

March 21, 2012

### FACTS IN BRIEF

Following the Group 5 race at Willow Springs on February 25, 2012, FM alternators were visually inspected by Tech for compliance with GCR 9.1.1.F.5.A., but not removed or tested. A Technical Inspection Report was prepared stating that Brad Drew, FM #78, used an incorrect (non-compliant) alternator during the national race. Based on the report, Assistant Chief Steward John Snow filed a Chief Steward's Action (CSA) disqualifying Mr. Drew. Mr. Drew did not agree with the ruling and protested the decision. The Stewards of the Meeting (SOM), Jack Brabban, Tom VanCamp, Ed Hollman, and Irene Wells, Chairman, conducted a hearing, reviewed the evidence, and heard witnesses. The SOM determined that Mr. Drew's alternator was non-compliant and disallowed his protest. The SOM chose not to add any penalty points to Mr. Drew's competition license.

Mr. Drew appealed the decision of the SOM.

### DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Marr, Tom Hoffman, and Michael West, Chairman, met on March 14 and March 21, 2012, to review, hear and render a decision on the appeal.

### DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter and witness statements from Brad Drew, received March 9, 2012.
2. Official Observers Report and related documents, received March 18, 2012.
3. Official Race Results, received March 20, 2012.
4. Email from Barb Knox, Chief Steward (CS), received March 21, 2012.
5. Email from Jim Wheeler, Chairman, SCCA Club Racing Board.

### FINDINGS

In his appeal Mr. Drew states the SOM advised that he was a test case to prompt an update and correction to the FM alternator rule. The event officials felt the most expedient way to accomplish this GCR update was via an "errors and omissions" ruling from the Court of Appeals. The CS confirmed that Mr. Drew's assertion is correct.

The COA also learned:

- The label affixed to the alternator was unreadable and that was the basis for declaring the alternator non-compliant.
- The alternator was not removed and/or tested to determine if it was operating according to the specifications in GCR 9.1.1.F.5.A.
- The SOM did not preserve the evidence (alternator) per GCR 8.3.3.F.
- Mr. Drew raced the following day, was credited with a third place finish and awarded championship points. Although the COA asked, the event officials did not provide information on whether he used the same or a different alternator in the Sunday race.
- Two other FM competitors were also disqualified via CSA for a non-compliant alternator. One competitor protested and his protest was disallowed. The third competitor did not protest and the COA notes there were additional compliance issues with that car.

Moses Smith, FM constructor, submitted testimony that, due to supply problems, he is actively reviewing specifications for an equivalent alternator and will submit a rules update request to the Club Racing Board (CRB) in the future. However, the CRB confirmed neither he nor any FM competitor has submitted a request to change the rule.

"Errors and omissions" decisions have historically corrected rules/sections in the GCR that were inaccurate due to oversight, typographical/printing errors, or similar problems. This issue, possible lack of availability of the specified alternator, does not fall within that context. An "errors and omissions" ruling is not supported by the facts.

### DECISION

The Court of Appeals overturns the decision of the SOM in its entirety for failure to fully follow 2012 GCR 5.12.2.C.5. (Powers of the Chief Steward); and GCR 8.3.3.F. (Preserving Evidence). Mr. Drew's finishing position will be restored and all points awarded. Mr. Drew's appeal is deemed well founded and his entire appeal fee will be returned.

In addition, the COA suggests the CS and SOM review the actions taken against FM drivers Steve Brown, #31, and Edward Lever, #53. The COA further requests the CS and/or SOM report the results of these reviews to the COA upon completion and take other actions that may be appropriate if the penalties against those drivers are modified or rescinded.

## **CLUB RACING COURT OF APPEALS**

### **JUDGEMENT OF THE COURT OF APPEALS**

**Barbara McClellan vs. SOM COA Ref. No. 12-02-NP**

**March 28, 2012**

### **FACTS IN BRIEF**

On March 11, 2012, FE #22 driven by Jerry Kroll was late to the grid for the start of race 12 at the Double National at Thunder Hill. A two group split start was planned with FE in the first group. A pace car was to lead the second group.

The field had moved into pit lane and was stationary when Mr. Kroll arrived. A grid worker waved Mr. Kroll into pit lane where Mr. Kroll passed the second group and pace car, and took position at the rear of the first group. Mr. Kroll did not attempt to move into his second row qualifying position. The field was then dispatched on the pace lap and the race started.

A Request for Action (RFA) was generated by Assistant Chief Steward (ACS) Gary Pitts alleging Mr. Kroll was in violation of 2012 GCR 6.4.2.F. (Cars not on the grid) and 6.5.1.J.1. (May not regain position). The Stewards of the Meeting (SOM), Dick Raymond, Clint de Witt and Jim Graffy, Chairman met, interviewed Mr. Kroll and Grid Marshal Karen Lamm. The SOM determined no violations had occurred as Mr. Kroll believed he had been waved past the second group and the Pace Car by the Grid Marshall.

Chief Steward Barbara McClellan appealed the SOM decision. In her appeal she alleges additional violations of 2012 GCR 6.1.1.B (Yellow Flag) and 6.5.1.E. (Pace Car) by Mr. Kroll and also expressed concerns with what defines the "rear of the field".

### **DATES OF THE COURT**

The SCCA Court of Appeals (COA) Tom Hoffman, Jack Marr, and Michael West, Chairman, met on March 28, 2012, to review, hear and render a decision on the appeal.

### **DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. Appeal letter from Barbara McClellan with witness statements, not seen by the SOM received March 19, 2012.
2. Official Observers Report and related documents, received March 20, 2012.
3. E-mail statement from Jerry Kroll, received March 24, 2012.
4. E-mail from Gary Meeker (ACS), received March 21, 2012.
5. E-mail from Jim Graffy (Acting CSOM), received March 24, 2012.

### **FINDINGS**

The Court of Appeals (COA) finds that the wave onto pit lane by the Grid Marshall could easily have been interpreted by Mr. Kroll as both a directive and permission to move past the second group of cars as well as the pace car into the last position in the first group. The COA also finds that the cars were stationary in the pit lane at the time this occurred, still in the process of forming the grid, and had not started the pace lap.

Ms. McClellan's argument that Mr. Kroll should be penalized for "passing under a yellow flag condition" and "passing the pace car" should have been directed to the SOM at the event. As the COA may not act as a First Court (SOM) per 2012 GCR 8.4.5.C., the COA has no authority to address these issues.

Ms. McClellan's request that the COA provide a definitive ruling on what constitutes the "rear of the field" would be better addressed by the Club Racing Board (CRB). The COA notes the actions in this case were reasonable based on the circumstances.

### **DECISION**

The Court of Appeals upholds the decision of the SOM in its entirety. Ms. McClellan's appeal is disallowed.

Ms. McClellan's allegations of violation by Mr. Kroll of 2012 GCR 6.1.1.B. and 6.5.1.E. will not be addressed by the COA in accordance with 2012 GCR 8.4.5.C.

Ms. McClellan's appeal is deemed well founded and her entire appeal fee will be returned.

## **CLUB RACING COURT OF APPEALS**

**COURT OF APPEALS**  
**COA Ref. No. 12-03-SP**  
**March 28, 2012**

Following the Group 5 race at Willow Springs on February 25, 2012, the Chief Steward disqualified Steve Brown, FM #31, for using a non-compliant alternator. Mr. Brown's protest of the Chief Steward's disqualification was disallowed by the Stewards of the Meeting (SOM). Mr. Brown did not agree with the SOM ruling and petitioned the Court of Appeals for relief.

The SCCA Court of Appeals (COA) Jack Marr, Tom Hoffman, and Michael West, Chairman, met on March 28, 2012, to review Mr. Brown's petition. The COA determined the appeal petition was received on March 19, 2012, which was beyond the 10-day filing period stipulated in 2012 GCR 8.4.3.A.3. Additionally, the COA established he did not include the applicable filing fee with his petition nor provide means for assessing the fee in accordance with 2012 GCR 8.4.3.A.4.

Because Mr. Brown's appeal was not filed timely, the COA respectfully declines to hear it. Mr. Brown's petition is returned unheard.

COA Note:

The COA just issued COA 12-01-SP in which the facts and actions were identical in content to Mr. Brown's case. In COA 12-01-SP the COA overturned the SOM ruling and restored the driver's finishing position and points. Because this appeal was not filed correctly, the COA cannot grant Mr. Brown the same relief or return it for review. However, in COA 12-01-SP the COA suggested the Chief Steward and Stewards of the Meeting review the action taken against Mr. Brown and provide their determination to the COA.

## **CLUB RACING COURT OF APPEALS**

**JUDGEMENT OF THE COURT OF APPEALS**  
**Jacek Mucha vs. SOM COA Ref. No. 12-04-SE**  
**April 11, 2012**

### **FACTS IN BRIEF**

On the last lap of the Group 3 race at the Road Atlanta Double National/ECR/Pro-IT event on March 18, 2012, CSR #07 (driven by Jacek Mucha) and CSR #8 (driven by Jean-Luc Liverato) made contact after exiting Turn 10B and before the Turn 11 Flag Station.

The driver of CSR #8, Jean-Luc Liverato, protested the driver of CSR #07, Jacek Mucha, asserting a violation of 2012 GCR 6.11.1.A., B., C., and D. (Rules of the Road). Concurrently, Assistant Chief Steward (ACS), Robert Hudson, filed a Request for Action (RFA) with the Stewards of the Meeting (SOM), seeking an investigation of the contact between Mr. Liverato and Mr. Mucha, also, citing 6.11.A. and 6.11.B. The SOM combined Mr. Liverato's protest and the RFA into one action (9 and 9A in the Observers Report).

The SOM, Geoff Churchill, Sue Roethel, Dave Rollow, Nick Voigt and Robert (Bob) Horansky (Chairman) reviewed observations, and heard testimony from both drivers, a witness (spectator) and the ACS. The SOM upheld Mr. Liverato's protest based upon the "preponderance of Witness Statements" indicating Mr. Mucha "pinched" Mr. Liverato coming out of Turn 10B. Mr. Mucha was penalized one finishing position in class and assessed two (2) penalty points.

Mr. Mucha appealed the decision of the SOM.

### **DATES OF THE COURT**

The SCCA Court of Appeals (COA) Jack Marr, Jeffrey Niess, and Michael West, Chairman, met on April 4 and April 11, 2012, to review, hear and render a decision on the appeal.

### **DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. Mr. Mucha's Letter of Appeal with Witness Statements from Charles Pennault (crew), Mirl Swan (crew), Jim Griffith (crew) and Jim Downing (not present at the event), received March 27, 2012.
2. The Official Observers Report and related documents, received March 30, 2012.
3. Video evidence (post race walk-around of both cars) received March 30, 2012.

4. Email from Bob Horansky (Chair SOM), received April 2, 2012.

## **FINDINGS**

According to the SOM's Summary of Action, this was a closely contested race with the lead changing at least twice during the race. As both cars entered Turn 10A on the final lap, with Mr. Mucha leading on driver's left, Mr. Liverato reportedly braked later and carried more speed out of 10A. He then crossed behind Mr. Mucha, right-to-left between 10A and 10B, and raced to Turn 11 on driver's left of Mr. Mucha. As both cars raced towards Turn 11, Mr. Mucha moved to driver's left and made contact (left rear of Mr. Mucha into right front of Mr. Liverato), causing Mr. Liverato to spin. Mr. Mucha won the race and Mr. Liverato rejoined the race and finished 2<sup>nd</sup>.

In his testimony to the SOM and again in his appeal, Mr. Mucha reiterated that he did not know Mr. Liverato was on his left until the cars made contact. Mr. Mucha emphasized that, in accordance with GCR 6.11.1., he gave racing room on driver's right in Turn 10B assuming that Mr. Liverato would attempt to pass on that side. Mr. Mucha further states that the right side is the "expected passing line exiting turn 10B."

Nothing in the new evidence submitted with the appeal suggests that Mr. Liverato had not rightfully gained position to the left of Mr. Mucha as they raced toward Turn 11. As such, the COA does not agree with Mr. Mucha's implied assertion that passing on the right side exiting Turn 10B at Road Atlanta is the only "expected racing line." In addition, documents attached to Mr. Mucha's appeal do not contain details or arguments that would cause the COA to disregard the evidence relied upon by the SOM in arriving at their ruling or question their decision.

## **DECISION**

The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Mucha's appeal is deemed well founded and his appeal fee, less the amount retained by SCCA, will be returned.

# SOLO EVENTS BOARD

SOLO EVENTS BOARD | March 28, 2012

The Solo Events Board met by conference call March 28th. Attending were SEB members Dave Feighner, Bryan Nemy, Steve Hudson, Mike Simanyi, Erik Strelnieks, Richard Holden, and Dave Hardy; John Walsh and Jerry Wannarka of the BOD; Doug Gill, Ryan Miles, and Brian Harmer of the National Staff. These minutes are presented in topical order rather than the order discussed.

**Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2013**

Comments regarding items published herein should be directed via the website [www.sebscca.com](http://www.sebscca.com).

## GENERAL

- The SEB has recommended Al Hermans to the BOD for the position of Midwest Division Solo Events Steward (#7766).
- The following proposal to change the passenger rule is being published here for member comment (#7716):
  - Change the second sentence of 4.1.A to read as follows:

“Any underage driver who has the legal authority (license or permit) to operate an automobile with restrictions on a public road may compete at Solo events, as long as the restrictions of the driving license or permit are met, and the event allows a passenger.”
  - Also add to the end of 4.1.A:

*“The provisions of 4.1.D provide event officials discretion with regard to the entry of any driver.”*
- The following set of rule change proposals is being published here for member review and comment (#7707):
  - Change the first three sentences of 8.4 to read as follows:

“The protest *should* be decided on the day of the event by a PC of at least three members, within a reasonable time following completion of the event. If the protest cannot be decided on the day of the event, the PC must resolve it within *10 calendar days unless agreed to by the parties*. The delayed protest decision will be *forwarded to* both parties of the protest in *a mutually agreed upon method of either email or certified mail*. “
  - Also change the second sentence of 8.4.1 to read as follows:

“Members of the PC may also be drivers in the same event, but *at the National Championship* will not perform any other duties than those of the PC.”

## STOCK

- The SEB is seeking member input on the possibility of changing the minimum treadwear rating for the Road Tire (RT) Supplemental classes to *200*.
- The SAC and SEB have reviewed the following items, and thank these members for their input:
  - # 7108, tire pressure monitoring sensors. This issue was addressed in the April Fastrack by Stock Tech Bulletin #1.
  - #7511, showroom stock rules. The SAC has indicated that it will consider all options when developing the philosophy for the Stock category going forward.
  - #7545, road tire comments. The SEB and SAC are not anticipating making changes to the RT classes for 2012, but changes are under consideration for 2013.

## STREET TOURING

- The SEB is seeking member input on the possibility of changing the minimum tire treadwear rating for ST to *200*.
- The following rule change proposals are submitted for member review and comment:
  - Modify 14.10.E as follows (#7225):
    - 1) Remove the words “high flow” from the first sentence.
    - 2) Add new sentence: *“Replacement converters must have a minimum catalyst density of 100 cells per inch and minimum substrate length of 3”.*

Note: this more clearly defines what a catalytic converter is and a minimum level of functionality. It should have no effect on existing installations of legitimate automotive converters.
  - Replace 14.10.A with the following (#7236):



***“Oil pans and pickups may be modified or substituted. Addition or modification of windage trays or crankshaft scrapers is not allowed.”***

Note: Based on member feedback, this expands on the previously published proposal allowing oil pickup relocation within the OE pan. It is intended to allow common bolt-on solutions to oil starvation issues caused by high cornering loads, while minimizing potential performance enhancements.

- The STAC and SEB have reviewed the following items, and thank these members for their input:
  - #7589 and #7674, Kia Rio 5. This car was classed in the April Fastrack under ST Tech Bulletin #7.

#### **STREET PREPARED**

- The SPAC and SEB have reviewed the following items, and thank these members for their input:
  - #5467, E46 BMW classing, and #6694, RX8 classing. As noted in the April Fastrack, the SPAC feels that more information and experience with the new structure are necessary before considering further specific reclassifications.

#### **STREET MODIFIED**

- The following rule change proposal is published here for member review and comment (#7575):
  - Remove 16.3. Note: this section was provided when the SM category was first created, and is no longer viewed as specifically necessary since the category and its rules have matured.

#### **PREPARED**

- The following previously-published proposal regarding 10" wheels in G Prepared has been withdrawn, per recommendation of the PAC (#7208, 7212, 7218, 7238, 7240, 7249, 7251, 7443, 7453, 7463, 7464)
- The PAC and SEB have reviewed the following items, and thank this member for the input:
  - #7150, bulkhead use

#### **MODIFIED**

- The MAC and SEB have reviewed the following items, and thank these members for their input:
  - #6190 and #6408, forced induction. The MAC is working on a specific proposal regarding this subject.

#### **NOT RECOMMENDED**

##### Stock

- #6732, Fiat Abarth classing. At this time there is not sufficient information to overcome concerns about this model with regard to the provisions of Section 3.1, regarding rollover risk. The Abarth does not have a published SSF or rollover rating, and its average track is less than its overall height.
- #7234 and #7237, Chevy Sonic classing. The SAC remains concerned about the rollover potential for this model given that its average track is less than its overall height.
- #7577, shock absorber allowances. Per the SAC, the current allowances of Section 13.5 regarding shock absorber replacement are in alignment with the current needs and philosophy of the Stock category.

##### Street Touring

- #7141, Accusump. The STAC does not feel this modification is consistent with class philosophy. An alternate solution is available via the proposal for item #7236 elsewhere herein.
- #7404 and 7418, limited-slip diffs and machining. Per the STAC, such custom machining is not in the spirit of ST.
- #7494, Toyo R1R. This subject was responded to in the April Fastrack under item #7203.
- #7507, motor mounts/torque suppression device. The STAC believes the current motor mount allowance is sufficient.
- #7515 and #7520, oil pickup. See the above proposal regarding item #7236.
- #7564, sensor allowances. The STAC believes this would not be consistent with category philosophy.
- #7579, limited-slip differential allowance. The member was assisted in finding the parts required to address the issue within the rules.

##### Prepared

- #7246, 7336, open car wings. The PAC does not believe open cars without windshields should receive additional allowances.
- #7444, Production cars with Solo weights. The PAC feels this is counter to their current approach regarding Section 17.11, and does not help keep the Solo rules separate from the GCR.

## Modified

- #6693, engine position. The MAC is concerned about the potential detrimental effects a change of this magnitude could have on the stability of the production-based Modified classes. The committee recommends that the competitor request his Regional program to permit the car to run in EM, since 18.1 is not among the mandatory provisions shown in 1.1.

## **TECH BULLETINS**

### General

1. The SEB has determined that the BFGoodrich R1S meets the requirements of Section 13.3 and is thus eligible for use in the applicable categories.
2. Clarify 3.6.A to read as follows (#7751):  
“Stock and Street Touring category vehicles will use *fuel which is Federally approved for use on public highways.*”

In conjunction, change the fourth sentence of 3.6.B to read as follows:

“Oxygen and/or nitrogen bearing additives are prohibited except for those originally present in *fuel which is Federally approved for use on public highways.*”

### Stock

3. Per the SAC, the allowances contained in 13.7.a only permit substitution/removal of bushing material related to the chosen sway bar being substituted or removed. (#7605)
4. Per the SAC, the following new listing is added in Appendix A, effective immediately upon publication:  
Ford Crown Victoria (all) FS (#7662)
5. Per the SAC, regarding the 2007-08 Ford Mustang Shelby GT, documentation provided Shelby American does not meet the requirements for factory authorized methods and procedures of repair as outlined in section 13.1. Required documentation in this case would have to come from Ford. (#7669)

### Street Touring

6. The following new listing, effective immediately upon publication, has been provided by the STAC:  
Fiat 500 (2012) STF (#7568)

### Street Modified

7. Per the SMAC, SM rule 16.1.L clearly states the vehicle width limitation... “Wings, and any component thereof, may not extend beyond the vehicle width, as defined by the outermost portion of the vehicle doors, less mirrors, door handles, rub strips, and trim.” (#7420)
8. Per the SMAC, alternate subframes may only use OE subframe-to-chassis mounting points. (#7450)

### Prepared

9. The following new listings, effective immediately upon publication, have been approved for addition to Appendix A:  
Chevrolet Sonic (non-turbo, 2012) EP (#7378)  
Fiat 500 EP  
Ford Fiesta (2010-2012) EP (#7378)  
Honda Fit (2009-2012) EP (#7378)  
Infiniti I30 (1996-2001) EP (#7524)  
Infiniti I35 (2002-2004) EP (#7524)  
Mazda MAZDA2 (2011-2012) EP (#7378)  
Nissan Versa (2010-2012) EP (#7378)

### Modified

10. Per the MAC, the Tesla Roadster meets the eligibility requirements of 18.1.A by virtue of being listed in Appendix A, class S Street Prepared. (#6886)
11. Per the MAC, the following new listing is added in Appendix A under Modified Class E, subsection A, Weight (with driver) vs. Displacement (#6886):  
*All purely-electric powerplants 1800 lbs*

In conjunction, clarify the first sentence under Modified Class D (in Appendix A) to read:

“Modified Production and GT cars with *internal combustion engine displacement...*”

12. #7386 and 7395, section references: Correct the reference to 18.1.E in 18.1.F.4.C to be *18.1.F*. Also correct the reference to 18.1.E.3 in Appendix F under “DM AND EM AERODYNAMICS: to be *18.1.F.3*.”

# RALLYCROSS BOARD

## RALLYCROSS BOARD MINUTES | April 4, 2012

The RallyCross Board (RXB) met via conference call April 4. Attending were Ken Cashion, Chairman, Brent Blakely, Karl Sealander, Warren Elliott, Stephen Hyatt and Ron Foley. Also in attendance were Stephen Harris and Robin Langlotz, BoD liaisons, and Howard Duncan and Brian Harmer from the National office.

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

### Committee Reports

1. RallyCross Safety Committee (Bob Ricker): None.
2. RallyCross Rules Committee (Warren Elliott): The Committee will work on rules for the Tuner Category proposed as a supplemental/exhibition class for the 2012 National events. Mandatory regulations in the RallyCross Rules will be reviewed and defined more clearly. The B-Spec announcement was made at the website on March 8 at the RallyCross Rules page. A press release regarding B-Spec cars will be released later, possibly in conjunction with the Tuner Category announcement. Several rules proposals have been submitted. Ken Cashion requested that all submissions and requests for clarifications be posted on the RallyCross forums for public viewing.
3. National Championship Committee (Ken Cashion): Brent Blakely will take over as Chairman of this committee from Ken Cashion. The National Supplemental Regulations will be published by April 20 in time for use by the first National Challenge event in May. Final resolution of debeat language needs to be included as follows: *Debeat (flat tire) situations will be red flagged, counted as a DNF, and no rerun given. Reruns will be granted for red flags thrown in error. If a car finishes a run on a debeat (flat) tire without being red flagged by a course worker, no subsequent penalty will be given.* Discussion: Should there be a penalty for switching cars at a National event? Continued discussion advised with public comment.
4. Marketing Committee (Ron Foley): Several contributors have been contacted and have agreed to provide RallyCross content to *SportsCar*, the SCCA website, and other outside publications. Content is being actively sought from Regional programs. Ken Cashion suggested posting subjects at the forums asking for related submissions from the membership. The website has been updated. Some videos have been submitted and will be made suitable for website use. A press release on April 4 announced several upcoming National Challenge events. Two Facebook accounts currently exist, one of which is older and will be deleted in favor of the new site set up by the National office.
5. Divisional Steward Liaison (Stephen Hyatt): The RallyCross program development package is ready for use, with the exception of logo swaps. Steve Hyatt will work with the National office to finish it and make it available to the membership. It was suggested that there be some public recognition for the time and efforts of event organizers and other volunteers. The Divisional RallyCross Stewards (DRXS) will get feedback from the Regions in their respective Divisions on a volunteer incentive program. The Safety Steward training presentation is being requested by the Stewards and is deemed necessary to grow the programs. The DRXS are in favor of the awards for National Challenge events being produced and provided by the National office.
6. Forum Activity: Traffic is up with positive input.

### Old Business

1. Growth discussion: Further discussion tabled until next meeting.
2. Committee composition/Recruitment: In an effort to fully staff all RallyCross committees, several individuals have been suggested as new recruits to the Safety, Rules, Marketing, and Championship committees. The committee chairmen will be contacting those individuals in the next month for recruitment.

### New Business

1. Competition Boards Communication Committee Appointment: Bob Ricker has accepted this appointment as a representative from RallyCross.
2. Indiana Conflict: This issue involves two Regions in close proximity with an event date conflict. Z.B. Lorenc, Great Lakes Division RallyCross Steward, has been working with both Regions to resolve the conflict. While the RXB encourages as many Regional RallyCross events as possible, scheduling events in a way that take possible competitors away from other events is discouraged.

3. New Divisional Steward Orientation: The important need exists for quick and effective training of new Stewards. The Policies and Procedures manual contains important operational information for new Stewards. The 2012 RallyCross Rules also includes a list of Steward responsibilities. Stewards will be encouraged to have a successor in mind in order that training can begin prior to end of a Steward's term of service.
4. Detroit Letter: The RXB received an event summary letter from the chairman of a recent event there. Although the event went smoothly and was without incident, the RXB and the Divisional RallyCross Steward will continue to monitor the Detroit Region's progress with their program and the safety of their events.

Next meeting: May 2, 2012

Submitted by Karl Sealander, RXB 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**

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**

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/events/index.cfm?eid=3263>

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