

BOARD OF DIRECTORS

SCCA Board of Directors Minutes | May 31 - June 2, 2012

The SCCA National Board of Directors met at the National Office in Topeka, KS on Thursday, May 31, Friday, June 1 and Saturday, June 2.

The following directors participated: Jerry Wannarka, Chairman, Lisa Noble, Vice-Chairman, Dick Patullo, John Walsh, Bill Kephart, Todd Butler, Secretary, Bob Lybarger, Phil Creighton, R. David Jones, Robin Langlotz, Steve Harris and Brian McCarthy. Michael Lewis, Treasurer, participated via conference call.

The following SCCA, Inc. staff participated in the meeting: Jeff Dahnert, President and CEO, Richard Ehret, Vice President Finance; Howard Duncan, Vice President Rally/Solo & Special Projects; Terry Ozment, Vice President Club Racing; Eric Prill, Vice President Marketing and Communications; Colan Arnold, Vice President Member & Region Services, Pete Lyon, Risk Management, Aimee Thoennes, Executive Assistant and Doug Gill, General Manager, Technical Services.

The following guests participated: Jim Wheeler, CRB Chairman, Erik Skirmants, President of SCCA Enterprises, James Hilbert and Christel LeSeur, Mize Houser & Co., and Pasquale Trozzolo, Angelo Trozzolo and Jeff Madden, Trozzolo Communications Group.

The secretary acknowledges that these minutes may not appear in chronological order and that all participants were not present for the entire meeting.

The meeting was called to order by Chairman Wannarka.

With the decline in membership and competition entries, the Trozzolo Marketing Group was hired to conduct an assessment of the SCCA brand. They reported on the first phase of this effort which suggested the need to address some internal issues to enhance the health of the Club before conducting an outside recruiting program. The Group requested Board consensus with the direction that they were going with their assessment, and Board support for going the next step which will be to assemble suggestions for addressing these internal improvements. The Board accepted their status report and authorized them to proceed with the next step. Their proposed actions report will be provided to the Board by late summer.

MOTION to approve February face to face and March conference call minutes. Creighton/Lybarger. **PASSED.** Lewis absent.

RISK MANAGEMENT/LITIGATION REPORT

Lyon gave updates on the pending, open and potential litigation. No action required by Board.

Staff reviewing opportunities for co-sanctioning and co-scheduling special "festival" events. Lyon reviewing operations manual for language updates to support said events. He is currently investigating different risk profiles and scenarios. Lyon to prepare report for review at next Board meeting.

MARKETING/COMMUNICATIONS REPORT

Prill addressed sponsor contract extensions as well as new marketing proposals. Staff is working on incentives to promote B-Spec racing as well as running B-Spec as subset of SSC at Runoffs.

SuperTour return events were up in entry count. Board and Staff agreed that the goal was to lock in the SuperTour dates as early as possible for adequate planning by competitors and Regions. This will also allow Regions appropriate time to promote these special events.

Prill presented a summary of contingency programs. The total offering in value to SCCA competitors was in excess of \$19 million with actual payout of \$2.6 million in cash and product. Staff will be working on an enhancing communication to competitors

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(Club Racing Solo, and Rally) about contingency programs to increase knowledge of and accessibility to these benefits.

A website platform is being built for use as a template by regions. Support and hosting to be offered to Regions and Divisions.

SCCA ENTERPRISES

Erik Skirmants, President, SCCA Enterprises reported year to date activities and budget.

Skirmants advised of the plan for SCCA, Inc. to process payroll and accounting effective July 1 in a manner similar to the service provided to SCCA Pro Racing.

Discussion ensued regarding the need for a more active Enterprises Board in the coming year to support Skirmants and his team.

MOTION: to appoint Chris Funk as Interim Chairman of SCCA Enterprises Board of Directors. Jones/Lybarger. Not present: Lewis. **PASSED unanimously.**

MOTION: To appoint Stephen Pence to the SCCA Enterprises Board. Jones/Langlotz. Not present: Lewis. **PASSED unanimously.**

Skirmants will be submitting more candidates for review at the BoD's December meeting.

The Board thanked Skirmants for his efforts at SCCA Enterprises noting the challenges following the loss of Chairman, Andy Porterfield, earlier this year.

FINANCE REPORT

Ehret reported that a clean audit report was received with no deficiencies noted. James Hilbert and Christel LeSeur of Mize Houser presented the consolidated Audit report. Hilbert stated that the Finance Department has done an exceptional job in preparing the accounting records to allow for an efficient audit. The financial statements are operationally sound and in good shape, there were no adjusting entries. Hilbert thanked the Board and the Staff for the opportunity to serve. The audit team concurred with the plan to transfer the accounting functions at Enterprises to the Finance Department at the Club Office.

MOTION: To accept audit report of 2011 as presented. Lewis/Kephart. **PASSED unanimously.**

Finance documents for the year to date 2012 were reviewed and considered to be in compliance with the Board direction.

The current insurance program is due for re-evaluation for the 2013 season. An Insurance Committee to assist with the new RFP preparation will be formed by the President. It is his intent to get the proposal developed and in the field in time to provide recommendations to the Board by this Fall. This will permit a Board decision at its October meeting.

Pro Racing is on track to have a solid year.

RALLY AND SOLO REPORTS

Howard Duncan reported end of 1st quarter participation results. Solo has been successful with online streaming of events and will continue to refine the process for use throughout the season. Duncan noted that Heyward Wagner was instrumental in the process.

It is the intent of the SEB to skip their traditional mid-summer meeting in favor of teleconference.

RoadRally is less than 1% of SCCA population and struggling to create a national program. The Regional Development Committee, headed by Rich Bireta, is a positive step. It is a great legacy program, but unlikely to find substantial growth without significant changes. Duncan was directed not to expend additional resources towards RoadRally.

MOTION: To appoint Al Hermans as MidWest Division Solo Steward effective immediately. Noble/Walsh. **PASSED unanimously.** Not present: Lewis.

FOUNDATION REPORT

Duncan discussed the current structure and progress of the Foundation BoD.

MOTION: To appoint Arnie Coleman to the Foundation board. Kephart/Langlotz. **PASSED unanimously.**

MOTION: At the request of the Foundation Board, change the Foundation Bylaws to allow 3 to 7 members instead of the current wording allowing 3 to 5 members.. Langlotz/Jones. **PASSED unanimously.**

LIAISON REPORTS

SEB – McCarthy/Walsh

Tire issues dominate most calls and working through SEB request letters. The inclusion of the new Road Tire Classes has been a success. SEB looks to staff for more resources/kits/materials etc.

Stewards – Creighton/Langlotz

Discussion on the Stewards program and the progress they have made.

MEMBERSHIP/REGION SERVICES REPORT

Arnold presented Tiered Membership Product Program with a goal to improve retention. Issue is losing members within first 3 years of membership...need to make it more affordable and encourage participation. A review of the potential region impact and a worst case analysis, it was agreed to table the tiered membership.

The Board expressed their desire for a one page handout on membership rates and programs to give to their region leaders. Arnold will distribute current document to all Directors and remind leaders of its availability online. Wannarka thanked Arnold for the addition of the projected timelines on projects he presented at the meeting.

Arnold presented an update on the Multi Year License Programs and Auto Renewal. Both programs have seen approximately 1000 subscribers.

Wannarka thanked the Member Services Department for their great customer service and quick turnaround in response to member inquiries and needs.

Arnold reported that the Data Collection project is behind as there are a few divisions who have not provided the required information. Data comes from the current timing and scoring systems but will need to shift to pull data from updated registration systems at some point. The purpose of the data collection project is to allow better targeting of email to involved members and competitors members of programs, rules changes, etc., that impact their participation. Participation data should be completed by end of 2012.

Arnold spoke about possible uses of new technology opportunities to improve the member experience. The Board was in agreement that they wanted staff to pursue these options across all programs. Arnold to report at year end.

TECH DEPT REPORT

Doug Gill reported that Snell requested a meeting with Club representatives in Topeka regarding the 2015 helmet standards.

Update on B-Spec specifications for multiple manufacturers.

General discussion around safety certification agencies, acceptance of MSA certification and use of carbon fiber.

PLANNING COMMITTEE REPORT

Kephart gave a formal update on the status of the 2012 Majors pilot. There has been great out of Division participation and driver feedback has been very positive. The focus of the Majors is on the driver experience. A Program Manager, Gayle Lorenz, has been hired for the Majors and has been actively involved in recent events. One of the lessons learned is resource load and staff support required is significant. A single series chief steward has been beneficial. This will be the model going forward.

Kephart presented the plan for 2013 was to 1) identify Majors zones; 2) Identify Rollout plan; 3) Identify targeted Regions/Events and 4) Announce plans for National Rollout.

Walsh presented the findings of the zones sub-committee. The 2013 Majors Zones were identified as Western (SP, NP) , Central (SW, MW, RM, CenDiv) and Eastern (SE, NE, GL).

Financial implications of proposed 2013 Majors rollout reviewed. Two new staff positions identified: Individual to assist in Club Racing and an additional PR/Marketing position. Both will have primary emphasis on Majors implementation while also assisting with current department workloads. There is a need for three field staff positions known as Zone Program Managers. The budget for 2012 Majors staffing was reviewed. Budget for 2013 Majors will be incorporated into 2013 SCCA budget planning.

MOTION: Change wording in GCR Section 3.1.1.e and 3.1.4 to support the rollout of the Majors to additional zones in 2013 and beyond. Kephart/Harris. **PASSED.**

Majors portfolio of events includes Invitationals (top 10), Showcase (Bonus Nationals, etc) and Festival. Plan for 2013 would be 18 invitationals and 3 festivals (one in each zone). Festivals would be marquee events. Vintage, Spec Festivals (i.e. FF, FV anniversaries) could also include non-SCCA classes/groups, etc.

The Board recognized the level of effort and enthusiasm contributed by the current and past Planning Committee Members and SCCA National Staff to develop and implement a fresh new product to elevate competition in SCCA Club Racing.

MOTION: Approve the 2013 rollout of the Majors as presented in 3 zones. Kephart/Lewis. **PASSED unanimously.**

MOTION: Approve additional funding for 2012 of not more than \$85,000 to support the Majors rollout. Kephart/Lewis. **PASSED unanimously.**

A subcommittee has been created to address the barriers to entry in SCCA i.e. car requirements, medical requirements, fees, etc. The subcommittee is tasked to explore the possibility of assessing different risk profiles for different events. Patullo to chair this subcommittee and will coordinate with the Planning Committee and CRB.

STRATEGIC PLAN

A subcommittee of the Planning Committee has been assigned to update the Strategic and Tactical Plans and keep it current/ relevant. Steve Harris to chair this subcommittee and to coordinate with President Jeff Dahnert. The update will be provided in the Board briefing book prior to the next board meeting.

CLUB RACING REPORT

Discussion regarding the Chairman of the Stewards and the timing of the appointment.

MOTION: Change the appointment of the Chairman of the Stewards in 5.3 of the Operations Manual to the October Board meeting in lieu of the August Board meeting. Langlotz/Harris **PASSED unanimously.**

Tom Start has stepped down from the CRB which leaves a vacancy.

MOTION: To appoint Tony Ave to the CRB effective immediately. Butler/McCarthy. **PASSED unanimously.** Lewis not present.

There was discussion of the current skillsets on the CRB, the additional workload and potential projects that the CRB would like to undertake. It should be noted that the CRB is now receiving between 100 and 200 letters a month requesting changes to rules or the GCR.

MOTION: To change Operations Manual Section 5.2 first sentence to read: "Appointment: The Board of Directors shall appoint annually in December a Chairman and two to seven additional members to the Club Racing Board, those selected shall be SCCA members subject to annual appointment by the Board of Directors." Butler/Patullo. **PASSED unanimously.** Lewis not present.

John Blanchard served as AS Committee chairman for 9 years and recently retired. The Board of Directors wishes to thank John for his efforts and service to the SCCA.

Jim Wheeler, CRB Chairman discussed two oversight issues that will be handled as race memos

- 1) Previous BoD approval for MZR engine for S2000 predicated on some testing. ECU specified and flywheel weight was incorrect. Asking BoD approval to publish Race Memo to accept a newly specified ECU and corrected flywheel weight. BoD agreed that the race memo was satisfactory and no vote required.
- 2) Report formatting in the briefing book caused this to be missed in the minutes recording. It was approved as a package with implementation for 2012. T3 Ford Mustang race springs and weight. BoD agreed that the race memo was satisfactory and no vote required.

Discussion over CRB proposal for STL to be a standalone championship class at the Runoffs. It was noted that the Board had previously approved STL as a provisional national class and to run as STU at the 2012 Runoffs. It is the Board's intent to maintain consistency with the decisions previously made.

MOTION: To take no action regarding addition of STL as a National Championship class for the 2012 Runoffs GCR #8256. Patullo/Butler. **PASSED.** McCarthy abstained.

A proposal to recognize STL as a sub-group special podium recognition at the Runoffs was supported by the Board. This action would be consistent with similar treatment for B-Spec in SSC.

Wheeler presented draft GTAC overview of GT ad-hoc committee. CRB will be discussing in more detail and will present a recommendation for GT to the Board at a later date.

MOTION: To accept the recommendation of adding to 9.3.29.A "*If no current National champion is using the numeral "1," then a past national champion may use the numeral "1."*" for #7627. Patullo/Butler. In favor:: Harris, Creighton,

Patullo, Noble, Wannarka, Butler. Opposed: Lewis, Jones, McCarthy, Lybarger, Langlotz, Kephart, Walsh. **FAILED.**

MOTION: To 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.~~ Patullo/Butler. **PASSED unanimously.**

MOTION: To adopt the changes recommended for GCR 2.4-2.6 and 8.4.1. Patullo/Butler. **PASSED unanimously.**

MOTION: To add to the GCR section *2.7. CRB OFFICIAL REVIEW. The license of any official may be suspended by the CRB, if in their view his actions are contrary to the best interest of the SCCA. A license may be suspended for a period of time specified by the CRB, or it may be revoked permanently. License revocation by the CRB may be appealed to the SCCA Board of Directors.* Patullo/Butler. In favor: Jones, Creighton, McCarthy, Langlotz, Kephart, Walsh, Patullo, Noble, Butler. Opposed: Wannarka, Harris, Lybarger, Lewis. **PASSED.**

A recommendation of Sports Racing and FE/FM Re-alignment was presented.

MOTION: The Board of Directors direct the CRB to further refine the SR1/SR2 recommendations for potential 2014 rule change to include classes CSR, DSR and S2. Patullo/Butler. In favor: Patullo, Butler, Noble. Opposed: Walsh, Kephart, Langlotz, Lybarger, McCarthy, Creighton, Harris, Jones, Wannarka. Not Present: Lewis. **FAILED.**

MOTION: To combine DSR and CSR into one class for 2014. Patullo/Langlotz. In favor: Noble, Wannarka, Butler, Harris, Creighton, McCarthy, Lybarger, Langlotz, Kephart, Walsh, Patullo. Abstained: Jones. Not present: Lewis. **PASSED unanimously.**

MOTION: To make no changes for FE or FM or SRF with respect to class management. Patullo/Harris. Abstained: Jones, Walsh. Not present: Lewis. **PASSED unanimously.**

MOTION: To approve items 7657, 7509, 7462, 7402, 7459, 3282, 7154, 7376 and 7625 effective 1/1/2013. Patullo/Butler. Not present: Lewis. **PASSED unanimously.**

Wheeler presented the plan: National Class Management – Touring Consolidation for 2013.

MOTION: to approve national class management plan as presented for Touring Consolidation for 2013. Patullo/Butler. Not present: Lewis. **PASSED unanimously.**

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 majoring 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.

The Board thanked Wheeler and the CRB for their hard work on the class management and re-alignment plans.

Ozment presented a proposal to alter the payment of sanction fees and insurance to post event. The purpose is to simplify processing and ease cash flow and reporting for regions.

MOTION: Modify GCR section 3.3.2.B to read: Appropriate sanction fee to be paid within 14 days of the completion of the event with the event insurance audit.

Modify Appendix B.2.1. **Event related fees**

A. Sanction Fee

The sanction fee listed on the sanction application must be paid within **14 days of the completion of the event.**

H. Insurance Fee

The appropriate premium must be sent to the SCCA for mandatory event insurance coverage within 14 days of the completion of the event. The fee schedule is available from the SCCA National Office, or on the SCCA website. Kephart/McCarthy. **PASSED unanimously.**

There was a GCR Review regarding conduct of events as it relates to the Majors. There are items that could be changed to allow more flexibility for Divisions/Regions on running races. Review of GCR event conduct was restricted to things that were Majors related. Board agreed that it needed to follow process of GCR committee to vet and recommendation to CRB which would come back for Board approval.

MOTION: in an effort to empower the Regions to have more flexibility in event scheduling, the BoD recommends to the Club Racing Board that the following GCR items be considered for implementation for 2013. Langlotz/Butler. **PASSED unanimously.**

The Runoffs Financial Event Model was reviewed. The current model is that the track is the promoter and SCCA puts on the event. Current Runoffs contract under this model runs through 2013.

Multiple financial options are available for consideration and will be considered for the next Runoffs RFP. Discussion ensued over advisability of rotating the Runoffs location more frequently. Goal of these changes would be to optimize the product, allow more track options, flexibility for more frequent venue changes, and engage more participants nationwide. Staff will continue work to identify critical factors involved in change options. Tracks will be contacted in the Fall for their interest in the Runoffs beginning in 2014.

The Board concurred with the creation of a subcommittee to be appointed by the Chairman to meet face to face with the Staff August 18-19 in Kansas City to provide direction in regards to the Runoffs RFP.

MOTION to adjourn. Lybarger/Langlotz. **PASSED unanimously.**

Meeting Adjourned.

APPENDIX: May 31 – June 2, 2012

MOTION: To adopt the changes recommended for GCR 2.4-2.6 and 8.4.1. Patullo/Butler. **PASSED.**

2.4. - 2.6. Modification

~~2.4. EXECUTIVE STEWARD'S DRIVER OR OFFICIAL REVIEW~~

~~A driver's or official's Divisional Executive Steward may name and convene a committee to review the individual's conduct, car legality, competition record, and / or other matters. The committee has the authority to invoke penalties as specified in Section 7, and may also suspend any license, or may return a driver to an SCCA Drivers' School. The driver or official has the right to appeal the decision as specified in 8.4.~~

~~2.5. CRB'S OFFICIAL REVIEW~~

~~The license of any official may be suspended by the CRB, if in their view his actions are contrary to the best interest of the SCCA. A license may be suspended for a period of time specified by the CRB, or it may be revoked permanently. License revocation by the CRB may be appealed to the SCCA Board of Directors.~~

~~1.6. OFFICIAL'S DOWNGRADE OR LOSS OF LICENSE~~

~~2.6.1. The license of any official may be downgraded at any time for non- or under-participation, conduct violating the GCR, actions contrary to the best interest of the SCCA, or inability to perform satisfactorily at the current license grade.~~

~~2.6.2. The license of any official may not be renewed for non- or under-participation, conduct violating the GCR, or actions contrary to the best interest of the SCCA.~~

2.4. DIVISIONAL ADMINISTRATOR AND EXECUTIVE STEWARD LICENSING AUTHORITY AND MEMBER RIGHTS

2.4.1. Divisional Administrators and Executive Stewards manage licenses in their respective specialties for their Divisions. They may downgrade, refuse to upgrade, suspend, or not renew the license of any official for non- or under-participation, conduct violating the GCR, actions contrary to the best interests of the SCCA, or inability to perform satisfactorily at the current license grade.

2.4.2. Any official subject to a license action as described in Sections 2.4.1. may request a review of the license action.

A. Request:

- 1. Must be made to the official's Executive Steward in writing.**
- 2. Must be made within ten days of the license action.**

B. Review Management:

- 1. Non-steward Licenses - the member's Executive Steward.**
- 2. Steward licenses - the Chairman of the Stewards' Program**

C. Review Committee:

1. Will be established by the Executive Steward or the Chairman of the Stewards' Program according to Section 2.6.
2. Will be conducted in accordance with the Stewards' Manual guidelines.
3. May uphold, modify, or overturn the license action.

D. Appeal:

1. Parties have the right to appeal the decision of the Review Committee to the Court of Appeals, per Section 8.4.

2.5. EXECUTIVE STEWARD DRIVER AND OFFICIAL REVIEW

A Divisional Executive Steward may convene a Review Committee in compliance with Section 2.6 to review a driver or official's conduct, car legality, competition record, and/or other matters. The Review Committee may invoke penalties as specified in Section 7, suspend or change the grade of any license, and/or return a driver to an SCCA Drivers' School. The driver or official has the right to appeal the decision of the Review Committee to the Court of Appeals, as specified in Section 8.4.

2.6. REVIEW COMMITTEE MEMBERS CONFLICTS OF INTEREST

Members of review committees created under Sections 2.4. and 2.5. may not have any significant conflicts of interest or ties to any of the parties. Members will be subject to the restrictions of 2.2.4.C., and may not have any other significant conflicts of interest with any of the parties. Reviews will be conducted in accordance with the Stewards Manual guidelines.

8.4.1 Right to Appeal

Any participant or organization named as a party to a protest, a Chief Steward's RFA; *or any member named as a party in a Review Committee*, has the right to appeal a decision or penalty imposed upon him or it by the SOM or Review Committee. *The Chief Steward of an event has the right to appeal any decision or penalty imposed.*

MOTION: To approve the following. Patullo/Butler. Not present: Lewis. **PASSED.**

SRF

1. #7657 – (May Fastrack – Mike Davies on behalf of SCCA Enterprises) Rear/Tail minimum weights Change Minimum Rear weight requirement in 9.1.9.C.5: Rear ~~30~~ **27** lbs.

GRAND TOURING

GT

- #7509 – (April Fastrack – GT Committee) Add to 9.1.2.F.4.i.5.E
Direct injection is not permitted.

GTL

1. #7462 – (May Fastrack – 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 – (May Fastrack – 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.*

STO

1. #7459 – (April Fastrack – Christopher Childs) Correct the Engine Displacement
– Panoz. Thank you for catching this. Please change displacement in STO, Panoz Esperante GTS, ~~5940~~ **5800**.

IMPROVED TOURING

ITB

- #3282 – (May Fastrack – David Russell) Include LH-Jetronic 1.0 in the notes section Re-classify the Volvo 240 line from ITB to ITC:

ITB	Engine Type	Bore Stroke (mm)	xValves IN & EX (mm)	Comp. Ratio	Wheel base (inch)	Wheel dia. (inch)	Gear Ratios	Brakes (mm)	Std. (lbs)	Weight (lbs)	Notes:
ITC	Volvo 242 SOHC (1975)	88.9 x 80.0	(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	

ITB	Engine Type	Bore Stroke (mm)	xValves IN & EX (mm)	Comp. Ratio	Wheel base (inch)	Wheel dia. (inch)	Gear Ratios	Brakes (mm)	Std. (lbs)	Weight (lbs)	Notes:
ITC	Volvo 240 2.3 SOHC (83-95) (83-93)	96.0 x 80.0	(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	

ITB	Engine Type	Bore Stroke (mm)	xValves IN & EX (mm)	Comp. Ratio	Wheel base (inch)	Wheel dia. (inch)	Gear Ratios	Brakes (mm)	Std. (lbs)	Weight (lbs)	Notes:
ITC	Volvo 2424 2.1 SOHC (76-82)	92.0 x 80.0	(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

ALL

- #7154 – (April Fastrack – Chuck Mathis) Allow CIS fuel injection to be replaced with Digifant
Thank you for your request. Change 9.1.5.E.1.b.4, Car's permitted to utilize fuel injection, must use the stock manifold and throttle body. The throttle body bore size must remain stock. The throttle body can be ported and polished. The number of injection nozzles must remain the same as stock. The mounting position and injection point of the injection nozzle must be stock. ~~The stock type of fuel injection must be maintained (electronic, mechanical, Bosch CIS, etc.).~~ **Electronic fuel injection may be substituted for the stock type of fuel injection.** The fuel injection system is otherwise unrestricted.

Also, change 9.1.5.E.2.b.4, Fuel Injection: All inducted air must pass through the throttle body and be subject to control by the throttle butterfly. The stock throttle body casting/housing must be retained. The inside dimensions of the throttle body casting/housing and all dimensions of the throttle butterfly must remain stock. The throttle butterfly shaft must not be relocated. The outside diameter of the portion of the throttle butterfly shaft located in the throttle body bore must be no smaller than stock. The contour of the interface between the throttle butterfly shaft and the butterfly must remain stock. The throttle butterfly and any throttle butterfly to shaft screws/bolts can be attached to the throttle butterfly shaft by any means including welding or brazing. Holes or slots can be created in the throttle butterfly for purposes of idle adjustment only. The number of injectors must remain stock. The mounting position and injection point must be stock. ~~The original type of fuel injection must be maintained (electronic, mechanical, Bosch CIS, etc.).~~ **Electronic fuel injection may be substituted for the stock type of fuel injection.** In all other respects the fuel injection system is unrestricted.

SHOWROOM STOCK

B-Spec

- #7376 – (April Fastrack – T-SS Committee) Track Specification
Remove track width column from the B-Spec specification line for all cars for simplicity.

SPEC MIATA

SM

- #7625 – (April Fastrack – Club Racing Board) Recommended Rule Change Portion of Letter #6400 (Technical Bulletin)
Thank you for your letter. Add to 9.1.8.C.1.o.2: **Fan shroud and brackets may be modified for installation.**

Wheeler presented the plan: National Class Management – Touring Consolidation for 2013.

MOTION: to approve national class management plan for Touring Consolidation for 2013 shown below. Patullo/Butler.
PASSED. Not present: Lewis.

CRB will continue to refine specifications and TBD specifics for October BoD approval.

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.

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	<i>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)</i> <i>Brembo Brake Kit permitted: 365x34mm (F) part # xxx 6-piston caliper and 345x28mm (R) part #xxxxxx 4-piston caliper</i> <i>Alcon Brake Kit permitted: 365x32mm (F) part # BKF9751ZG70L 6-piston caliper and 348x28 (R) 4-piston caliper (R) part # BKR9856B20L</i>
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	<i>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)</i> <i>Brembo Brake Kit permitted: 365x34mm (F) part # xxx 6-piston caliper and 345x28mm (R) part #xxxxxx 4-piston caliper</i> <i>Alcon Brake Kit permitted: 365x32mm (F) part # BKF9751ZG70L 6-piston caliper and 348x28 (R) 4-piston caliper (R) part # BKR9856B20L</i>
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	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&R Links #25534473
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	1LE-SS Track Pack permitted. Tower Brace 22756880, oil-air separator 12653074, 57 mm flat plate restrictor required
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 attachments 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. 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. Entire parking brake assembly (including interior lever) may be removed. The A.I.R air pump system may be removed.
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.	(C5): 2.66, 1.78, 1.30, 1.00, 0.74, 0.50, 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	Flat plate restrictor XXXmm 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. LS2: XXmm flat plate restrictor is required LS3: XXmm flat plate restrictor is required

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. Any brake caliper pistons allowed. May use any four piston brake caliper and brackets with a 50 pound weight increase. Z06 brake calipers allowed.	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 <i>with alt: driveshaft: 3700 (see notes)</i>	The following parts are allowed: GT/CS Front Fascia #BR3Z-17626-AA, GT/CS Rear Fascia #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. 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.
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. 41mm Turbo Inlet Restrictor required. Koyo Radiator #KOY-R2676 allowed. Alternate AMS front sway bar permitted #AMS-SCCA-SBF02, alternate rear sway bar permitted #AMS-SCCA-SBR02. Turbo Inlet restrictor XXXmm
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 with/or/ without paddle shifter	Setrab #SET616 and Mocal pump # MOC-17522HT, AMS front and rear springs SCCA01-EVO X - AMS. 2" Genesis Technologies spacers allowed. 42mm Turbo inlet restrictor required. Alternate AMS front sway bar permitted #SCCA-SBF02 EVO X, alternate rear sway bar permitted #SCCA-SBR02 EVO X. Turbo Inlet restrictor XXXmm
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. Members allowed to request additional NISMO parts: i.e.: cold air boxes, etc for approval
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. XXmm flat plate restrictor is required
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	3200	Member to request re-classing car, required.
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	Member to request re-classing car, required.

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	3400	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. 41mm Turbo Inlet Restrictor required. 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). Members allowed to request cold air boxes, for approval (include part numbers and pictures) Turbo Inlet restrictor XXXmm
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	3400	41mm Turbo Inlet Restrictor required. Phoenix Performance 400 psi front springs, 500 psi rear springs, 25mm front sway bar, 22mm rear sway bar permitted. Members allowed to request cold air boxes, for approval (include part numbers and pictures) Turbo Inlet restrictor XXXmm

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

Class 2	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 or 9	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	40mm flat plate restrictor required. S tronic transmission permitted at 3490 lbs., Ratios: 3.692, 2.238, 1.550, 1/175, 0.945, 0.745, 0.617 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	38mm turbo inlet restrictor required. 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	Euro Header part #11 62 7 833 500 and 62 7 833 501 allowed. 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	Racing Dynamics sway bar set (24mm & 21mm bars (one each)) is permitted. 350 lb. front springs w/ threaded collars and 400 lb. rear springs w/ adjusters are permitted. 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	3200 or lighter	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)	255/45 (F) Max 255/45 (R) Max	3.38, 1.76, 1.18, 0.89, 0.70	4.05	(F) 315 Vented Disc (R) 292 Solid Disc	2950	36mm Turbo Inlet Restrictor required: Front springs part # CCS635, rear springs # CCS639, front control arms # CCS636 and CCS637 permitted. Turbo Inlet Restrictor XXXmm
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) 3 0 2 Vented	3400	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	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 (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	2900	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	255/45 MAX	3.38, 1.76, 1.18, 0.89, 0.70	4.05	(F) 315 Vented Disc (R) 270 Solid Disc	3150	38mm Turbo Inlet restrictor required. Front springs part # CCS635, rear springs # CCS629, front control arms # CCS636 and CCS637. 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)	205/50 or 255/50 Max	3.47, 2.05, 1.37, 0.97, 0.76	3.53	(F) 280 Vented Disc (R) 220 Solid Disc	2900	C & R Heavy Duty Radiator a/ Spal fan, part # 4051110300-DP allowed. 38mm turbo inlet restrictor required. 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 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	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.
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	Sean Hyland Motorsports Brake Duct Kit Part # SHMVDK-TF approved. Built Springs allowed, part # 1R3Z-5240-CA (F) 1R3Z-5560-AA (R). The following parts are allowed: Steeda springs (F) 223-424-4000, (R) 223-SAM350RGR, rear sway bar 006-470, front sway bar bushings 122-4-5135-G, strut brace 555-5744, clutch cable 555-7044 and 555-7025, Cobra R brakes are permitted with an additional 25 lbs added. Member to request re-classing car, required.
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. Comptech 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.
H y u n d a i 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 TCS 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 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. 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 V e n t e d 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 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. 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.
M a z d a Mazdaspeed3 (2007)	87.5 x 94.0 2260	2639	18 x 9	255/55 Max	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	Any spring up to a maximum spring rate of 800 pounds may be used Turbo Inlet Restrictor XXXmm
M a z d a 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	35mm Turbo Inlet restrictor required: 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). Any spring up to a maximum spring rate of 800 pounds may be used Turbo Inlet Restrictor XXXmm
M a z d a 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	35mm Turbo Inlet restrictor required: 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). Any spring up to a maximum spring rate of 800 pounds may be used Turbo Inlet Restrictor XXXmm

M a z d a MazdaSpeed Miata (04-05)	83.0 x 85.0 1839	2266	18 x 8 or 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	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. Ganten 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.
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. Turbo Inlet Restrictor XXXmm
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	OEM 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.

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	3250	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 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. Turbo Inlet Restrictor XXXmm

Volkswagen GTI, Jetta GLI (06-10)	82.5 x 92.8 1984	2578	17 x 8 or 9 (F&R)	255/45 Max (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	DSG @ 2900 STD @ 2900	35mm Turbo Inlet Restrictor required. Spring kit #1K0-0 71-678 is permitted. VW Spring kit #1K0-071-678A allowed. Any spring up to a maximum spring rate of 800 pounds may be used Turbo Inlet Restrictor XXXmm
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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	TBA	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. -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
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	<p>Engine breather hose may be routed to a catch can; the resultant opening in the air box must be plugged.</p> <p>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.</p> <p>- Any spring up to a maximum spring rate of 500 pounds front and 800 pound rear may be used</p> <p>- Cold Air Intake system (pictures and/or parts have to be sent to Topeka for approval)</p> <p>OEM Factory Limited Slip (member to supply part number to Topeka for approval)</p> <p>- OEM bump stops</p>
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	<p>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.</p>
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	<p>Ford Positrac LSD, part # M-4204-C75, premium trim package 012A allowed (ABS, traction control, 16 x 7.5 forged or cast aluminum wheels).</p>
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	<p>LX model must use rear drum brakes.</p> <p>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.</p> <p>- Any spring up to a maximum spring rate of 800 pounds may be used</p> <p>- Cold Air Intake system (pictures and/or parts have to be sent to Topeka for approval)</p> <p>OEM Factory Limited Slip (member to supply part number to Topeka for approval)</p> <p>- OEM bump stopS</p>
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	<p>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.</p> <p>- Any spring up to a maximum spring rate of 800 pounds may be used</p> <p>- Cold Air Intake system (pictures and/or parts have to be sent to Topeka for approval)</p> <p>OEM Factory Limited Slip (member to supply part number to Topeka for approval)</p> <p>- OEM bump stops</p>
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	<p>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.</p> <p>- Any spring up to a maximum spring rate of 800 pounds may be used</p> <p>- Cold Air Intake system (pictures and/or parts have to be sent to Topeka for approval)</p> <p>OEM Factory Limited Slip (member to supply part number to Topeka for approval)</p> <p>- OEM bump stops</p>

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	4.50	(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	<i>Accusump permitted.</i> Any non-adjustable shock absorber is allowed. The shock must be installed in the original mounting locations. Remote shocks are not permitted. Threaded shock bodies or adjusters may be used. - Any spring up to a maximum spring rate of 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	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
Mazda MX-5 / Miata (04-05)	83.0 x 85.0 1839	2266	1435 / 1461	15 x 6.5 Alum	195/50	3.14, 1.89, 1.33, 1.00, 0.84	4.3	(F)-254 Vented Disc (R)-252 Solid Disc	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. Member to request re-classing car, required.
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. Member to request re-classing car, required.
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. Member to request re-classing car, required.
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	Member to request re-classing car, required.
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	Member to request re-classing car, required.
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	Mazdaspeed radiator #0000-01-8501 allowed. Mazdaspeed front sway bar kit #0000-04-8302-AD allowed. Mazdaspeed coil spring kit #QSEA-34-04Z 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. Mazda Motorsports Exhaust Header Part # 0000-06 and Mazda Motorsports Air Intake Part # 0000-06-8604.
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	Mazda Motorsports Exhaust Header Part # 0000-06 and Mazda Motorsports Air Intake Part # 0000-06-8604.

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. 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
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	4.10	(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	4.10	(F)290 Vented Disc (R)280 Solid Disc	TBA	Optional suspension package permitted. MSR option permitted including Bilstein shocks (F) 0000-04-5991-BL, (R) 0000-04-5992-BL. 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	Rear sway bar: Mazda speed #GRMS-8M-L06-R and front sway bar #GRMS-8M-L06-F 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

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	JGW struts (F)31-31-6-768-410 (R)33-52-6-768-412, springs (F)31-33-6-768-445 (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. 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	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)31-33-6-768-445 (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. 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 Solsitce (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 Coupe (97-00)	SC2 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 Coupe (01-03)	SC2 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. Member to request re-classing car, required.
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: -2.5 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. Member to request re-classing car, required.
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. Member to request re-classing car, required.
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	Member to request re-classing car, required.
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	Member to request re-classing car, required.
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	3.90	(F) 255 x24 Vented (R) 280 x10 Solid	3150	Member to request re-classing car, required.

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	TRD-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. 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 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. 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 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	Member to request re-classing car, required.

Class 4:

All Cars in class permitted the following changes:

- This class will consist of mainly B-Spec cars (some ex-SSC cars).
- No interiors.
- Any non-adjustable shock/strut and 500 lbs springs.
- B-Spec ECU reflash permitted (manufacturer approved flash). Non-B-Spec cars will use OEM flash.
- B-Spec wheels 15 x 7. Non-B-Spec cars will use OEM sizes.
- B-Spec Tires 205/50/15. Non-B-Spec cars will use OEM tire size, section increase of 10 or 20 mm, aspect +/- 5 or 10.

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	
Acura Integra LS/ (3 or 4 door) (95-01)	81.0 x 87.2	2571	1476 / 1471	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	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	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 #0042-1001, Shocks (R): Koni #0042-1002, Springs (F): Eibach Kit #9328.140, 350# rate, Springs (R): Eibach Kit #9328.140, 500# rate, Swaybar (R): Neuspeed #1143-22-72, 22mm, Camber: +/- 2° from service manual specs, Wheels: Enkei #ENK13214649SM, 14 x 6". -Interiors may be removed -Must compete in Showroom Stock configuration

Ozment presented a proposal to alter the payment of sanction fees and insurance to post event. The purpose is to simplify processing and ease cash flow and reporting for regions.

MOTION: Modify GCR section 3.3.2.B to read: Appropriate sanction fee to be paid within 14 days of the completion of the event with the event insurance audit. Modify Appendix B.2.1. **Event related fees**

A. Sanction Fee

The sanction fee listed on the sanction application must be paid within **14 days of the completion of the event.**

H. Insurance Fee

The appropriate premium must be sent to the SCCA for mandatory event insurance coverage **within 14 days of the completion of the event.** The fee schedule is available from the SCCA National Office, or on the SCCA

website.Kephart/McCarthy. **PASSED unanimously.**

There was a GCR Review regarding conduct of events as it relates to the Majors. There are items that could be changed to allow more flexibility for Divisions/Regions on running races. Review of GCR event conduct was restricted to things that were Majors related. Board agreed that it needed to follow process of GCR committee to vet and recommendation to CRB which would come back for Board approval.

MOTION: in an effort to empower the Regions to have more flexibility in event scheduling, the BoD recommends to the Club Racing Board that the following GCR items be considered for implementation for 2013. Langlotz/Butler. **PASSED unanimously.**

3.1.1. A. There shall be at least 5 race groups.

GCR 3.5.2 defines how to compose Race Groups there for above should not be needed. Delete

3.1.1.B.4 National practice may be combined with Regional practice and qualifying; however, National qualifying may not be combined with Regional practice or qualifying.

Not relevant since the invention of rationals, Delete.

3.9.1. Division Championships

At the conclusion of each calendar year's season of National races, the SCCA designates a champion in each Division for each National class, based on the criteria outlined below.

3.9.1.A The number of National races a driver may enter is unlimited, but the Division Championship is based on points earned by a driver for his best 7 National race finishes in the same class. No more than 3 of the best 7 race finishes may be outside his Division of Record (See 3.9.1.F.2.)

The committee recommends that the Division be able to determine the method for choosing how divisional champions are crowned in 3.9.1.A.

Any division desiring an alternate method of choosing champions must submit to the national office the agreed upon plan by December 1st of the previous year for approval of by the Vice President of Club Racing. Any alternate method shall only be approved if it rewards the best and most qualified competitors. Approved Divisional Championships shall be posted at SCCA's official website by January 1st. Above dates subject to change during vetting.

5.9.3. Impound

C.For each impounded car, the weight and at least 2 other items appropriate for the class will be inspected, as agreed upon by the Chief Steward and the Chief Technical Inspector. ... The committee recommends the two item requirement be dropped for nationals. With uneven resources available to the regions this leads to things like sock checks that do little to help our image.

8.3.1. How to Protest

D. be accompanied by a fee of \$50, if at a National race; \$25 if at a Regional race or Drivers' School. These fees may be returned to the protestor at the discretion of the SOM. Recommend fee be set at a universal \$25.

App B, 1.2.B. In conflicts involving a non-spectator and a spectator race, preference will be given to the spectator races. Drop No longer relevant.

App B, C. Wherever possible, avoid scheduling National Championship races on consecutive weekends. Delete

App B, H. A Double National is defined as 2 National races at the same facility within a contiguous 3-day period. Double National races will be run under the following conditions:

1. No more than 1/4 of the regions within in the division object.

Suggested this be changed to simple majority of the racing regions in a division.

2. Should be held on a 3-day National holiday weekend and should be a 3-day event. Delete

App B, I. The Club Racing Department, working with each Divisional Executive Steward, and the Area Director, is to establish the ratio of driver's schools to Nationals for each racing division. Delete

App B, J. Principal SCCA Club events will not be scheduled on National Convention dates. Delete

App B, 1.3. Exceptions to Scheduling Policies

Requests for exceptions to the above scheduling policies shall be made in writing to the Manager of Club Racing and to the Divisional Scheduling Representative. Their recommendation requires the approval of the Chairman of the Club Racing Board. Delete second sentence, should be staff function.

CLUB RACING BOARD

SCCA Club Racing Board Minutes | June 5, 2012

The Club Racing Board met by teleconference on June 5, 2012. Participating were Jim Wheeler, Chairman; Chris Albin, Fred Clark, Jim Drago, Peter Keane, Mirl Swan, Tony Ave, 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. Bob Dowie 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 www.clubracingboard.com.

GCR

1. #7801 (Betsy Speed) Use of #1 in national races. Thank you for your letter. Modify GCR 9.3.28.A: The numeral "1" shall be exclusively reserved for the current national champion in each class for national events. *The numeral "1" will be reserved until the end of the period for submitting advanced or pre-event entries, and then will be released.* If 2 or more national champions are entered in the same run group, the first to register—*enter* shall have preference.

Add to GCR: 5.6. Registration assigns the car numbers for all cars entered in the event. *See 9.3.28.A.*

FORMULA/SPORTS RACING

None.

GRAND TOURING

None.

SUPER TOURING

None.

IMPROVED TOURING

None.

PRODUCTION

None.

AMERICAN SEDAN

1. #8415 (AS Committee) Proposed 2013 AS rules

The ASAC submits the rule set found at <http://scca.cdn.racersites.com/prod/assets/Proposed2013ASRules.pdf> as a proposed rule set for American Sedan in 2013. This rule set is re-organized for clarity and includes a complete set of rules for both Full Preparation and Restricted Preparation cars. The CRB is actively seeking feedback on this proposed rule set. Please send all feedback through the CRB letter system at crbscca.com. The goal of this effort is to not change existing Full Preparation rules (except for minor tweaks) but to introduce Restricted Preparation rules into the mainstream American Sedan rules package. Restricted Preparation cars will therefore no longer be tied to Touring rules.

2. #8416 (AS Committee) Proposed 2013 AS Specification Lines

The ASAC submits the specification lines found at <http://scca.cdn.racersites.com/prod/assets/Proposed2013ASSpecLines.pdf> as proposed specification lines for American Sedan in 2013. These specification lines go with the rule set attached in letter #8415. The CRB is actively seeking feedback on this proposed specification line set. Please send all feedback and suggestions through the CRB letter system at crbscca.com.

SHOWROOM STOCK

None.

SPEC MIATA

None.

TOURING

None.

WHAT DO YOU THINK?

None.

MEMBER ADVISORIES

None.

NOT APPROVED BY THE CRB

GCR

1. #7775 (Stephen Hyatt) Dedicated Divisional Administrators

Thank you for your letter. The SCCA Operations Manual specifies that the Executive Steward will appoint Divisional Administrators for particular specialties. It does not require that there be a DA for a specialty of a particular number of participants, nor does it preclude consolidating specialties under one DA. The Operations Manual also requires that the Executive Steward's DA appointments must be approved by the Area Director(s). The person you need to be talking to regarding any issues related to DA appointments and the skill sets of those appointees is your Executive Steward. He/she is tasked with the responsibility to manage the effort for your division.

Formula/Sports Racer

F5

1. #8306 (Chris Huskamp) E&O Carb Boot Number to be incorporated for June Sprints

Thank you for your request. Please see letter #8305.

2. #8307 (Chris Huskamp) E&O Carb Boot Number to be incorporated for June Sprints

Thank you for your request. Please see letter #8305.

FV

1. #7689 (Stephen Saslow and Various (57 letters)) Minimum Weight Increase

Thank you for your request. The CRB has no plans to raise the minimum weight for FV, after receiving member input against such a change 2 to 1.

2. #8240 (Derek Harding) Billet Cylinder Heads

Thank you for your input. While the FV cylinder head is no longer being manufactured the supply has not been depleted to the point that it is necessary to approve a new manufacturer/manufacturing process i.e. billet machined. When the time comes for a new supplier the requirement will be for a cast head like the original as opposed billet machined.

GT

GT2

1. #8154 (Ron Tambourine) Eliminate Bodywork weight penalty

Thank you for your request. The CRB believes the weight penalty is correct for this bodywork which does not conform to the GTCS.

GTL

1. #8123 (Wilson Wright Jr) sir

Thank you for your letter. Currently all 1400 cc 2v X-flow engines are restricted with an SIR.

2. #8124 (Wilson Wright Jr) dir

Thank you for your letter. Currently all 1500cc 2v X-flow engines are restricted with an SIR.

ST

STU

1. #7601 (Cheyne Daggett) Classify the 11/12 Mustang V6 in STU

Thank you for your request. The CRB has no plans to add this car to STU, as the engine exceeds the power potential expected from an STU car.

2. #8206 (Cheyne Daggett) Remove Cars over 3.2L

Thank you for your request. The CRB has no plans to change engine size requirements for STU. The CRB has no plans to remove the section of 9.1.4.A that you referred to.

3. #8260 (Ralph Siebert) Allow 18" Wheel size for Solstice

Thank you for your request. The CRB has no plans to change the current maximum wheel size (17X8) for STU.

IT

None.

Production

None.

AS

None.

SS**SSC**

1. #7799 (Mark McCaughey) Change Celica GTS Restrictor size from 52 to 54mm

Thank you for your request. The CRB has made changes for this car and will continue to monitor the effectiveness of the changes before considering any additional changes.

2. #8304 (Charlie James) Add wheel spacer to Hyundai Tiburon

Thank you for your request. Due to the rules season limitations, this cannot be added for this year. "SSC" class cars that will be listed with an alternate wheel type in class 3 or 4 for 2013 are being considered to allow spacers.

B-Spec

1. #8045 (Richard Kulach) proposed classification

Thank you for your input. The CRB will be looking over each class to find inconsistencies. Thank you for catching this.

SM

None.

Touring/Showroom Stock**T**

1. #8138 (Cheyne Daggett) Trunk Pins

Thank you for your request. The CRB has no plans to allow trunk pins in Touring or to permit the removal of stock latch systems.

PREVIOUSLY ADDRESSED

None.

NO ACTION REQUIRED**GCR**

1. #7846 (Robert Hudson) Comment on item #7627 (use of #1) from April Fastrack

Thank you for your letter. Please see letter #7801.

2. #8226 (Robert Cancellieri) Need to Mandate X for Novice Drivers

Thank you for your letter. This is a Region option, which should be defined in the Supplemental Regulations. Please contact your Region's competition committee.

Formula/Sports Racer**FV**

1. #8161 (Thomas Galuardi) Spec Tire for Formula Vee

Thank you for your support and letting us know you are pleased.

ST**STU**

1. #8268 (Matt Blehm) Support 2013 rule change for non-US engines.

Thank you for your support. This item was presented and approved by the BoD June 1-2, 2012. You should now submit your VTS.

2. #8363 (Colin Rosenberg) Weight reduction/weight penalties

Thank you for your support of STU. We recommend that you either consider an engine swap or run STL .

3. #8387 (Robert Frost) Homologation - Discussion Reference #8029

Thank you for your input. The engine output exceeds the expected performance potential of STU.

ST

1. #8320 (Cheyne Daggett) Combine Classes

Thank you for your suggestion. The CRB has no plans to combine ST classes.

2. #8338 (Kirk Knestis) Support for Proposed Rule Change - Non-US engines in ST

Thank you for your support!

STL

1. #8201 (Michael Jones) clarify ST classing for the Rx7

Thank you for your letter. This item was corrected in the June 2012 Fastrack Technical Bulletin, letter #8202. The June update of the GCR reflects this change in section 9.1.4.3.1.2.

2. #8233 (Glenn Lawton) correct STL eligibility to allow IT cars w/ allowed rotary engine

Thank you for your request. Please see the response to letter #8201.

STU

1. #8268 (Matt Blehm) Support 2013 rule change for non-US engines.

Thank you for your support. This item was presented and approved by the BoD June 1-2, 2012. You should now submit your VTS.

2. #8363 (Colin Rosenberg) Weight reduction/weight penalties

Thank you for your support of STU. We recommend that you either consider an engine swap or run STL .

3. #8387 (Robert Frost) Homologation - Discussion Reference #8029

Thank you for your input. The engine output exceeds the expected performance potential of STU.

IT

None.

Production

None.

AS

None.

SS

1. #7898 (Mark McCaughey) Add stock throttle body opening to spec notes

Thank you for your request, however, the CRB has no plans to publish the stock throttle body size along with the restrictor size.

SSB

1. #8203 (Stan Czacki) Well Done!

Thank you for the kind words.

T**T1**

1. #8238 (Matt Merrill) 2013 proposed rules

Thank you for your input. The class structure specifics, i.e., weight, restrictors, parts, etc. still need to be refined. This will be taking place in the coming months.

2. #8275 (Carl fung) Comment on Proposed new 2013 rules for T1 corvette C5

Thank you for your input. Your comments will be taken into consideration when the class details are refined.

RESUMES

None.

CLUB RACING TECHNICAL BULLETIN

DATE: June 20, 2012

NUMBER: TB 12-07

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 6/29/2012 unless otherwise noted.

GCR

None.

Formula/Sports Racer

S2

1. #8282 (Tony Sleath) Allow Approved Mazda Engine June 1st

EFFECTIVE IMMEDIATELY:

In 9.1.9.B.1, add the following at the end of the first sentence: "*as defined in 9.1.9.B.5, or the Mazda MZR 2.0 liter as defined in 9.1.9.B.6.*"

In 9.1.9.B.5, change the beginning to:

"B.5. Engine (*Ford Pinto*)
The ~~only~~ *A* permitted engine..."

Add a new section to 9.1.9.B.6 as follows, and renumber succeeding sections.

B.6. Engine (Mazda MZR)

An alternate permitted engine is the Mazda MZR 2.0L dual overhead camshaft engine, which must conform to the following specifications and may be modified only as explicitly allowed. If these specifications do not explicitly allow a modification, then it may not be done. The philosophy of the MZR engine in Sports 2000 is to allow limited engine rebuilds but no performance modifications to the engine. Overhaul procedures that in the slightest way would increase performance are not permitted (e.g., porting, polishing, coating). Blueprinting, lightening, and balancing are inconsistent with the philosophy of this formula and are not allowed. Where Mazda part numbers are specified, normal industry part number supersession is expected and the superseding part numbers are automatically included.

a. All surfaces on the head, block, connecting rods, pistons, and crankshaft must remain as manufactured by Mazda and may not be altered in any way. The original casting marks and cast surfaces must remain as-cast and also meet all of the Mazda design values and tolerances stated in the Mazda factory manual or delineated in these specifications. The block may not be decked. The minimum block deck height is 11.930 inches. Only Mazda MZR engine blocks with serial numbers LFE2-10-300E ('05-'08) or LF9G-10-300 ('09) are permitted. The maximum compression ratio is 10.8:1, the required standard bore is from 3.445 inches to 3.448 inches, and the required stroke is 3.272 inches. The maximum bore dimension of 3.448 inches is intended to allow for cylinder wear only. It is not permitted to machine to this dimension. The bore measurement will be taken 1.650 inches below the block deck where the bore is untouched by the piston ring.

b. Pistons, crankshaft, and connecting rods may be replaced only with standard, original Mazda production parts. The connecting rods may not be bored or remanufactured in any way. Standard oversize and undersize main or connecting rod bearings are permitted. Reduction of the width of the standard bearings is not permitted. Replacement main bearings must be standard Mazda or Cosworth KK3481. Replacement connecting rod bearings must be standard Mazda or Cosworth KK3483.

c. Only original Mazda replacement piston rings may be used. The ring end gaps may not be altered and must remain as manufactured by Mazda. All of the rings must be installed, including the complete oil scraper assembly. The piston bore may be honed solely to allow piston ring seating. The first and second compression rings must be installed in the positions designated by Mazda.

d. The cylinder head may not be ported, polished, or machined. The minimum head height is 4.875 inches. A standard three-angle "production" valve job is required, and the only allowed angles are those defined in the Mazda factory manual. The intake valve seat angles must be 35°, 45°, and 70°; the 45° seat must be a minimum 0.048 inches wide. The exhaust valve seat angles must be 30°, 45°, and 65°; the 45° seat must be a minimum of 0.048 inches wide. The camshafts, valves, springs, retainers, and shim/bucket combinations must be original Mazda parts and not modified in any way. The camshafts must remain as ground by Mazda; no polishing is permitted. Valve seats may not be replaced. Only the Mazda L3G2-10-271A ('05-'08) or LF9G-10-090a ('09) cylinder heads are allowed. Only the Mazda L3E3-12-420 intake and L309-12-441A exhaust camshafts are allowed. The original, unmodified Mazda camshaft sprockets and crankshaft timing pulley must be used. Camshaft timing must remain stock and must be set per the procedure outlined in the Mazda factory manual. Modifications to the variable valve timing mechanisms are prohibited.

e. Flywheel: The minimum weight is 5 pounds. Any weight removed from the flywheel must come from the clutch plate

surface. Only the Mazda LFG2-11-500 ('05-'08), Mazda LF9G-11-500 ('09), Quartermaster 505307, or Cosworth 20001019 flywheels may be used.

f. Any dual plate 5.5 inch or single plate 7.25 inch diameter, non-carbon fiber clutch is permitted, provided no modification is made to the flywheel other than changing the clutch's points of attachment to the flywheel. The original, unmodified Mazda clutch assembly may be used.

g. A Life Racing F42R or F88R ECU and engine wiring harness must be used; the current specification map is required. Failure to use the current map will result in an automatic penalty of 1 year suspension from SCCA Club Racing. The map is available on the SCCA web site. Ignition coils must be standard Mazda. Spark plugs are unrestricted.

h. The Jenvey SCCA-S2 intake kit including intake manifold, o-rings, throttle bodies, throttle position sensor, air horns, and fuel rail must be used with no modifications of any kind. Fuel injectors must be Bosch 0 280 155 868. The provided, continuous o-rings must be fitted to each intake runner groove between the intake manifold and cylinder head to ensure that no air bypasses the o-ring seal. Intake air filters are unrestricted.

i. Intake restrictor: 1.205 inch diameter restrictor plate per intake port. The restrictor plates must be obtained from Quicksilver RacEngines or Elite Engines. The restrictor plates must not be modified in any way.

j. The exhaust system manifold tubing inside dimension must be 1.625 inches, and the manifold tubes must be a minimum of 24 inches in length, terminating into a single exhaust pipe through a 4-into-1 collector. The collector angles must be 15 degrees (30 degree included angle), with an exit diameter of 2.250 inches. The tail pipe must be a minimum of 24 inches in length. The tail pipe includes a muffler, if present, as long as the inlet and outlet pipes of the muffler are the same diameter as the tail pipe. 4-into-2-into-1 exhaust collectors and reduced diameter venturi sections are prohibited.

k. Engines will be mounted upright and aligned fore and aft in the chassis.

l. The addition of material by any means to any component is prohibited.

m. Non-standard cam / valve covers are permitted provided they in no way improve the performance of the engine.

n. Three-stage dry sumps having no more than two scavenge stages are permitted. Localized machining of the engine block is permitted to allow fitment of the oil pump. An engine block breather cover may be fitted. The lubrication system is otherwise unrestricted.

o. Oil coolers are unrestricted.

p. A liquid cooling system is required; radiators and water pumps are unrestricted. The cylinder head water outlet housing may be modified or replaced to facilitate the routing of coolant lines.

q. Fuel pumps are unrestricted.

r. Gaskets and seals are unrestricted, except cylinder head gasket, Mazda part L3G2-10-271A must be used.

s. Pump, fan, and generator drive pulleys are unrestricted.

t. Generators are unrestricted.

u. The use of non-standard replacement fasteners (nuts, bolts, screws, studs, and washers) which are not connected with or do not support the intake manifold or any moving parts of the engine are permitted.

In 9.1.9.B.11, modify selected subsections as follows:

In 9.1.9.B.14, modify as follows:

B. 4314 Weight

1310 lbs., minimum, *Pinto w/iron cylinder head and standard camshaft.*

1335 lbs., minimum, *Pinto with Fast Forward aluminum cylinder head and standard camshaft.*

1335 lbs., minimum, *Pinto with iron cylinder head and FC2000 alternate camshaft.*

1335 lbs., minimum, Mazda MZR.

FV

1. #7691 (Stephen Saslow) Clarification

In section 9.1.1.C.3.A

9. Caster, camber, and toe in/out settings are unrestricted. Offset link pin suspension bushings and alternate locating spacers are permitted. *Shims/spacers used solely for camber adjustment are open.* Clearancing of the link pin carrier and/or trailing arms to eliminate binding is permitted. No other modifications to the link pin carrier are permitted.

Note to submitter: In the opinion of the FSRAC a link pin is NOT a fastener.

F5

1. #8305 (Chris Huskamp) E&O Carb Boot Number to be incorporated for June Sprints

In section 9.1.1.E.14, under Authorized Changes, sub-section A, make the following changes:

A. Carburetors: The induction system is restricted to two (2) 38mm Mikuni VM 38 round slide carburetors (except AMW). No modifications are permitted to the carburetor bodies. The use of any jets or jet needles is permitted.

Carburetor mounting shall be of individual runners, no balance pipes, no plenums unless fitted as standard as on the 493 and 593 engine. *38mm intake boots, BPP ~~48~~ 420867860 (last 6 digits 867860 are embossed on the boot) or Kimpex 07-100-33, shall be used for the 493 and 593 engines.* Supercharging, turbocharging, and direct fuel injection are prohibited.

Grand Touring

GT3

1. #8158 (Mike Cyphert) Increase specified SIR to 32 mm at 2195 lbs.

EFFECTIVE IMMEDIATELY, In GT3, Nissan Engines, change the KA24E Fuel Induction column as follows: ~~34mm~~ **32mm** SIR
NOTE: In Notes section 32mm chokes @ 2280 to remain in effect until expiration at the end of 2012.

Improved Touring

None.

Production

1. #8474 (SCCA Staff) Add a tolerance to the throttle body column.
Add a +/- .25mm tolerance to the throttle body spec line column.

Super Touring

ST

1. #8209 (Club Racing Board) Lug Nuts

In ST section 9.1.4.P.2.c, remove redundant language (fasteners are free):

~~Lug nuts and/or wheel studs are free as long as at least two (2) threads of the wheel studs are visible and the outside edge of the nuts and studs are inside the wheel rim when properly mounted.~~

2. #8259 (Greg Amy) Brake Lines

Replace 9.1.4.O.1, Brakes:

Brake lines may be relocated and/or replaced. Pressurized brake lines must be replaced with steel lines or Teflon-lined metal-braided hose. Lines/hoses may be relocated and may be given additional protection. Brake fittings, adaptors, and connectors are unrestricted. Brake system circuitry may be revised.

Insert 9.1.4.O.2, move all subsequent lines down:

2. Brake proportioning valves may be used provided that they are of the in line, pressure limiting type.

Insert 9.1.4.O.3, move all subsequent lines down:

3. Hand brake assemblies may be removed.

STL

1. #8557 (Club Racing Board) E&O Add MX-5 Cup Car to List of Eligible STL Cars

Change **9.1.4 B. Eligibility:**

- Spec Miata cars completely conforming to Spec Miata class specifications are eligible for STL. **Spec Tire not required in STL.**
- Spec **SM5 and MX-5 Cup** class cars completely conforming to Spec **SM5 or MX-5 Cup** class specifications are eligible for STL. **Spec Tire not required in STL.**

American Sedan

None.

Spec Miata

None.

Touring/Showroom Stock

T1

1. #8182 (Brian Bates) Wheel/Tire Sizes

In T1, BMW E92 M3 (08-12), change the spec line as follows:

Max Wheel Size: ~~48 X 10 (F) 18 x 10 (R)~~ **18 x 10 F & R**

Tire Size: ~~295/35 (F) 295/35 (R)~~ **315 F&R Max.**

Note to submitter: Please submit the manufacturer and part numbers for the suspension desired.

T2

1. #8392 (T-SS Committee) Error - Correct T2 Camaro transmission ratios

In T2, Chevrolet Camaro, 1LE, SS (10-13), add the 1LE transmission gear ratios as follows:

2.66, 1.78, 1.30, 1.00, 0.74, 0.50

SSB

1. #7936 (Lee Niffenegger) Add 2010 and 2011 model years

In SSB, Honda Civic Si (06-09), update the model years as follows: (06-09 **11**)

B-Spec

1. #8412 (Club Racing Board) Allow Fiat 500 Header.

EFFECTIVE IMMEDIATELY, In B-Spec, Fiat 500 (2012), Add to notes as follows: "**Header kit (cat delete) P5154829 allowed.**"

2. #8448 (T-SS Committee) update B Spec rules to latest version

In B-Spec, make the following changes to the spec line:

Kia Rio 5-door (2012): ~~23mm~~ **31mm** Flat Plate Restrictor, Weight: ~~2600~~ **2500**

Ford Fiesta (4-dr) (11-12): Weight: ~~2575~~ **2545**

Split the Mini Cooper into two spec lines as follows:

Copy the existing Mini Cooper spec line and change the years to (07-10) and weight to 2570 lbs.

Change the existing Mini Cooper spec line as follows: ~~(07-12)~~ **(2011+)**

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Gerald Lustig vs. SOM COA Ref. No. 12-06-SE

May 16, 2012

FACTS IN BRIEF

On April 21, 2012 at the North Carolina Double National at Virginia International Raceway, GT2 #24 driven by Gerald Lustig was involved in contact with car #57, AS driven by Thomas Ellis. Sunday morning Mr. Lustig entered the paddock space of car #57 and a verbal altercation ensued. Mr. Lustig threatened to break the windshield of car #57 with a tire iron. This was reported to Clyde Kiser, Assistant Chief Steward (ACS) for Group 1, who filed a Request for Action (RFA). The Stewards of the Meeting (SOM) Ken Blackburn, Robert Mayes, Mike Havlick and Walt Michael, Chairman, interviewed witnesses and determined that Mr. Lustig was in violation of 2012 GCR 2.1.7. (Acting in an unsportsmanlike manner) and placed Mr. Lustig on a 4 race weekend probation which assigned three penalty points on Mr. Lustig's license.

Mr. Lustig is appealing the penalty.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Rick Mitchell, Jeffrey Niess, and Michael West, Chairman, met on May 9 and 6, 2012 to review, hear and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Gerald Lustig dated May 2, 2012.
2. Official Observers Report and related documents, received May 8, 2012.
3. E-mail from Sara Snider, Chief Steward (CS), received May 10, 2012.
4. E-mail from Bob Horansky (Executive Steward SEDIV), received May 10, 2012.

FINDINGS

The basis for Mr. Lustig's appeal is that the Chief Steward (CS), Sara Snider, didn't file the RFA per 2012 GCR 8.1.2. (*The Chief Steward may submit to the SOM a Request for Action (RFA) describing a suspected breach of the GCR or the Supplemental Regulations, asking the SOM to investigate and determine whether there was a breach, and what, if any, penalties to impose.*) Mr. Lustig asserts that, because the RFA was filed by the ACS, the SOM acted improperly and without authority.

The Court of Appeals (COA) finds that 2012 GCR 5.12.2. (Chief Steward) sets forth the duties and authorities of the Chief Steward and allows the Chief Steward to delegate any of those duties to the Assistant Chief Stewards (ACS). 2012 GCR 5.12.2.B.6. empowers the Chief Steward to convey a Request for Action (RFA) to the SOM on entrant or driver misbehavior. The RFA was filed with the Chief Steward's full knowledge and approval. The Chief Steward delegated her authority set forth in 2012 GCR 5.12.2.B.6. to ACS Clyde Kiser in accordance with 2012 GCR 5.12.2. Additionally, the published RFA form allows for an ACS to sign the form and has a check box for indicating it was signed by the ACS. This was properly noted on the RFA in question. The COA finds that the RFA was filed in accordance with the 2012 GCR. The SOM acted on the RFA properly and within their authority.

DECISION

The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Lustig's appeal is deemed not well founded and his appeal fee will be retained.

TIME TRIALS ADMINISTRATIVE COUNCIL

TTAC Minutes | May 9, 2012

Time Trials Administration Council met by conference call on May 9, 2012.

Meeting was called to order at 7:34 CDT by Tony Machi, Chairman.

Present: All members except Matt Rowe and Joe Oliveira, also present were BOD Liaisons, Deanna Flanagan of the National Staff and Bob Horansky.

There was continued concern by the TTAC about the timely filing of Observer reports. All the administrators were asked to pay attention to the publication of the reports on the SCCA forums.

Discussion about the placement of Time Trials on the SCCA website home page. Deanna stated she was informed with the limited space there wasn't room for another pull down tap in the current format. The National Office feels that the focus should be on growing the program with the Regions first. The Council reviewed our discussion with the BOD at the convention. Jerry Wannarka, as BOD Liaison DuJuor, said he would look into the issue.

Jerry Wannarka, on behalf the BOD and the membership, thanked the TTAC for their time and efforts to grow the program.

REQUEST FOR RESUMES: The Time Trials Administration Council is seeking resumes from persons who would be interested in serving on the Time Trials Safety Committee. The goal is to recruit members from Divisions not currently represented but all are welcome. Those interested should submit their resume to www.sccatimetrials.com.

SOLO EVENTS BOARD

SOLO EVENTS BOARD | May 23, 2012

The Solo Events Board met by conference call May 23rd. Attending were SEB members Dave Feighner, Bryan Nemy, Steve Hudson, Mike Simanyi, Erik Strelnieks, Richard Holden, and Dave Hardy; John Walsh and Brian McCarthy of the BOD; Doug Gill, Ryan Miles, Brian Harmer and Howard Duncan of the National Staff. These minutes are presented in topical order rather than the order discussed.

Unless noted otherwise the effective date for all 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.

TIRE RACK SOLO NATIONAL CHAMPIONSHIPS

- The SEB has reviewed and approved the draft Supplemental Regulations for the event.

AWARDS

- Nominations are requested from the membership for the Solo Cup and Driver of Eminence awards. Descriptions of these awards and lists of past winners may be found in Appendix K of the Solo rule book.

STOCK

- The following class change proposals have been recommended by the SAC and are submitted here for member review and comment:
 - Move from BS to **FS**: Chrysler Crossfire SRT-6 (2005-'06) (#8177)
 - Move from CS to **BS**: Pontiac Solstice Z0K (2006-'09) (#8254)
 - Comment: See Tech Bulletin #1 under Stock for more information.
 - Move from CS to **BS**: Mazda MX5 MS-R (2007) (#8254)
 - Comment: See Tech Bulletin #1 under Stock for more information.
 - Move from AS to **FS**: BMW M3 (E90/E92/E93 Chassis) (2008-2012) (#8521)
 - Move from BS to **FS**: BMW M3 (E46 Chassis) (2001-2006) (#8521)
 - Move from AS to **FS**: Mercedes C63 AMG (non-Black edition) (2008-2012) (#8521)
 - Move from AS to **FS**: Lexus IS-F (2008-2012) (#8521)
- The SAC and SEB have reviewed the following items, and thank these members for their input:
 - #8148, 8150, 8235: Porsche strut top allowances, 13.8.B
 - #7864, 8237: Road Tire comments. The SAC and SEB will continue to monitor the Road Tire classes, and a change to the minimum required treadwear rating for RT classes remains under consideration.

STREET TOURING

- The previously-published proposal to revise the ST category minimum treadwear rating has been withdrawn. The SEB believes at this time that a better way to address specific parity issues is to make use of the ST exclusion list. (#7881, 7884, 7887, 7889, 7891, 7894, 7905, 7908, 7909, 7919, 7921, 7922, 7923, 7929, 7933, 7946, 7948, 7950, 7951, 7952, 7954, 7955, 7960, 7962, 7963, 7964, 7965, 7966, 7968, 7970, 7973, 7975, 7967, 7978, 7980, 7982, 7983, 7988, 7992, 7993, 7999, 8000, 8001, 8002, 8005, 8006, 8008, 8009, 8012, 8015, 8016, 8017, 8018, 8019, 8021, 8025, 8027, 8031, 8038, 8041, 8053, 8058, 8062, 8063, 8064, 8066, 8070, 8071, 8073, 8074, 8081, 8082, 8085, 8086, 8089, 8092, 8094, 8099, 8103, 8104, 8105, 8108, 8110, 8112, 8113, 8120, 8128, 8141, 8145, 8151, 8156, 8183, 8218, 8219, 8221, 8222, 8290, 8291, 8292, 8318, 8322.)
- The SEB is considering, per 14.3.D, the following addition to the ST tire exclusion list, effective 1/1/2013:

Toyo Proxes R1R 195/50-15 size only

Comment: This size has proven to be faster than the rest of the R1R lineup, and in classes in which some cars can use this tire where other cars cannot, it is discouraging participation by those unable to use it. It is the opinion of the SEB that those members who are currently running this tire have many other options which will maintain the competitiveness of their car, while also encouraging more participation by those members who cannot use this size. Much of the feedback to the now withdrawn proposal to raise the treadwear limit contained suggestions that the SEB better utilize the exclusion list, versus

making a wholesale change to the treadwear limit. This proposal is in response to that feedback.

STREET PREPARED

- The SPAC and SEB have reviewed the following items, and thank these members for their input:
 - #7409, CSP intake: This was covered by SP Tech Bulletin 7, responding to item #7399 in the June Fastrack.

STREET MODIFIED

- The following rule change proposal has been recommended by the SMAC and is published here for member review and comment (#7510):
 - Replace 16.1.N with the following..

N. Removable OE hardtops, T-Tops, targa tops, sunroofs, moon roofs, and similar roof-mounted panels may be removed/replaced with alternate panels provided that the area of interface is limited to the original perimeter of the t-top, sunroof, etc. or utilizes the OE panel mount points, and that the contour of any replacement panel surface does not vary from the contour of the part being replaced by more than 1 inch in any direction. The material used to construct the alternate panel and the method used to attach it to the interface is unrestricted. Any actuation mechanism and the associated wiring, if any, may be removed. *Vehicles utilizing alternate (non-OE) hardtops will be considered as open cars in regard to Section 3.3.1.*
 - The following revised version of a previously-published rule change proposal has been provided by the SMAC (#8065):
 - Replace 16.1.I with the following:

I. Front hoods (engine covers), engine covers, trunk lids and hatches not containing glass, front fenders, rear fenders not part of chassis structure (unibody), front & rear fascias, and side skirts may be modified or replaced, and may be attached with removable fasteners. *Associated hardware including latches, hinges, and hood liners may be modified, removed or replaced. The windshield washer system may be removed in whole or in part.*
 - The SMAC and SEB have reviewed the following items, and thank this member for the input:
 - #8067; SSM and SM.

PREPARED

- The following rule change proposals have been recommended by the PAC and are presented here for member review and comment:
 - Replace 17.8.C.2 with the following (#7151):

"The steering column is unrestricted. A collapsible type steering column having a layout and design and/or a column structure with impact and energy absorbing characteristics is strongly recommended."
 - Add the following subsection to Appendix A, Section 9 for X Prepared (#7239):

"c. Regardless of the Minimum Weight Calculations above, no car with a turbocharged or supercharged engine shall weigh less than the following Minimum Weights:

RWD: 1,700 lbs

FWD: 1,575 lbs

AWD: 1,825 lbs"
- Also add the following subsection to Appendix A, Section 1 for X Prepared:

"h. Minimum track width of 55 inches".

Comment: The intent of this proposal is to ensure the continued popularity of XP by limiting participation to vehicles above specified weight and width minimums. This proposal replaces the minimum weight proposal for XP originally published in the February 2012 Fastrack.
- Add the following to Appendix A for C-Prepared (#4597, 8315):

"Traction control/stability control may not be added to a car which was not equipped with an OEM traction/stability control system. OEM systems may be retained, but may not be replaced or modified in any way other than deletion."

Comment: The intent of this proposal is to explicitly prohibit non-OE traction/stability control systems in C-Prepared.
- The following class change proposals have been recommended by the PAC and are submitted here for member review and comment (#7221, 8316):
 - Move from Supplemental Class BP to FP

Chevrolet

Corvette (1953-62)

Corvette (1963-82)

May use any 2v-per-cyl Chevrolet V-8 engine. May use transverse leaf front spring.

Corvette (1984-1996)

Corvette (1997-2004)

Corvette (2005-2012) (Naturally Aspirated)

Dodge

Viper (ALL)

1-3/8 in. restrictor plate required

Comment: The PAC believes the vehicles listed above appear to be a good fit in the currently diverse FP class. Members with former BP eligible vehicles interested in returning to active National Status are **strongly encouraged** to provide the PAC feedback to the above proposal and participate in inter-regional, National Tour, and the SOLO Nationals in 2012 in order to gauge further interest and participation.

- The PAC and SEB have reviewed the following items, and thank this member for the input:
 - #7221; BP proposal.
 - #7300, 7311, 7400, 7847; XP wing comments. See the proposed changes referencing item #7239.
 - #7849; roll bar/cage comments.
 - #8311; XP weights. See the proposed changes referencing item #7239.

MODIFIED

- The following rule change proposal has been recommended by the MAC and is published here for member review and comment:
 - Add new section 18.1.D.6 as follows:

"6. Turbocharging and supercharging are permitted for all engines, subject to the displacement factor of 18.0.C. In class D Modified, such induction systems must have a restrictor on the inlet side of the turbocharger/supercharger. All inducted air must pass through this restrictor, which must be constructed of metallic material. The minimum orifice (choke) diameter of the restrictor shall be no greater than 33mm. The restrictor passage may be shaped fore and aft of the choke region. The restrictor choke region must be made of one piece, without moving parts." (#6242, 7505)
- The following package of class and rule change proposals, affecting various sections in Appendix A, has been recommended by the MAC and is published here for member review and comment. This set of changes moves the Solo Vee cars from F Modified into C Modified, and makes preparation allowance upgrades which have been requested by members to help improve the competitiveness of the SV cars:
 - Move subsection B in its entirety from under Modified Class F into Modified Class C.
 - Move subsections C, D, and E from under Modified Class F into Modified Class C.
 - Remove the "Solo Vee" under subsection F under Modified Class F, and create a corresponding item under the Solo Vee rules as moved into Modified Class C.
 - Under Solo Vee (as moved) Change C.2.f to read: "f) One *or two* two-barrel carburetor(s) of any origin may be used. One-barrel carburetor(s) *will only be* allowed as permitted by the applicable GCR."
 - Under Solo Vee (as moved) change E.1 and E.2 to read as follows:

"1. Increase compression up to and including 10:1 ratio with OE bore and stroke. Fuel injection is prohibited. Valve size may be increased to a maximum of **44 mm** intake and **37.5 mm** exhaust. Port location may not be changed from OE stock. Machining of any type in the combustion chamber such as, but not limited to, valve unshrouding is prohibited. Valve guide center shall remain OE stock. OE stock heads shall be used. Any single carburetor (regardless of the number of venturis) is permitted. Multiple carburetion is restricted to a maximum of two 44mm carburetors with 28 mm venturis. If a balance tube is used between manifold runners, it shall be restricted to one 1/2-inch ID pipe. Any intake manifold not having a plenum chamber is permitted. Minimum weight is 1000 lbs.

2. Increase bore up to and including 94 mm maximum per cylinder, total displacement of 1915 cc. Machining to allow the installation of the cylinders is permitted. No other combustion chamber machining such as, but not limited to, unshrouding of the valves, is permitted. Valve guide centers must remain OE stock. Increased displacement

engines up to 1915 cc are restricted to maximum valve sizes *44 mm* intake and *37.5 mm* exhaust. Port location may not be changed from OE stock. OE stock heads shall be used, however, alternate VW heads may be substituted. A maximum compression ratio of 9:1 is permitted. Any single *or dual two-barrel* carburetor may be used. Minimum weight: 1000 lbs." (#6804, 6805, 6806, 6807, 7325, 7454)

- The MAC and SEB have reviewed the following items, and thank these members for their input:
 - #7784 and 7810, roll cage comments

NOT RECOMMENDED

Stock

- #7844, Scion IQ classification: This model does not meet current requirements with respect to CG height, SSF, or track vs. height.
- #8119, Fiat 500 classification: The SAC has not received information which completely addresses concerns about this model.
- #8241, turbo 996 classification: The SAC has recently decided not to add either the Nissan GTR or the Audi R8 to SS, and similarly does not choose to add this car at this time due to concerns about the competitive balance within the class.

Prepared

- #6248, RWD in EP: The PAC is currently discussing a wide range of potential proposals to ensure the long-term competitive balance of EP.
- #7313, EP wheel widths: The PAC does not view this change as being necessary at this time.

TECH BULLETINS

Stock

1. Per the SAC, the following new listings are effective immediately upon publication:

Scion FR-S CS (#8242)
Subaru BRZ CS (#8242)

Comment: The SAC spent a considerable amount of time deciding on the proper class for the FR-S and BRZ, and came up with the conclusion that C Stock would be the best fit if the MSR and ZOK were moved to B Stock. They also felt that this would allow the MX-5 without the MS-R package a chance to be more competitive. The SEB agreed.

2. Per the SAC, the following listing updates are effective immediately upon publication:

Ford Mustang GT (2005-*2013*) FS (#8255)
Ford Mustang (V6)(2011-*2013*) DS (#8255)
Ford Mustang Shelby GT500 (2007-*2013*) AS (#8255)
Ford Mustang Boss 302 (Non Laguna Seca)(2012-*2013*) AS (#8255)

Street Prepared

3. Per recommendation of the SPAC, the following listing clarifications are effective immediately upon publication (#7825):

DSP

BMW

325 & 318 (16V) (D30 chassis)
318 (E36 chassis)

FSP

BMW

318 (8V) (E30 chassis)

Note: The E30 M3 remains in CSP.

Modified

4. The first sentence of item F.1 under Modified Class B in Appendix A is clarified to read as follows (#7841):
Wings and other aerodynamic devices front and rear may match but shall not exceed sports racer maximum height (*45.25 inches, per GCR 9.1.9*)
5. The provisions of 18.1.F.5 pertaining to belly pans and diffusers are clarified as follows (#7504):
The belly pan is not permitted to extend rearward beyond the original bodywork.
The belly pan is required to be continuous with the leading edge of the diffuser; the belly pan/diffuser must be sealed to the underside of the body to prevent air from flowing both above and below.
The diffuser may protrude rearward beyond the top view outline of the car for its full length, which is limited to 25 inches.
The belly pan shall be flat within one inch total deviation, independent of chassis rake.
The belly pan is permitted to cover the entire underside of the car, but is not required to do so.

6. In order to address various structural inconsistencies and provide easier referencing, the MAC has provided the following clarified form of the first portion of Section 18. (#7841):

“18. MODIFIED CATEGORY

Sports cars and sedans altered in excess of Prepared Category, sports racing and two-seat specials, Formula cars, single-seat specials, dune buggies and kit cars. Active Automatic Braking Systems (ABS) and Traction Control Systems (TCS) are prohibited in Modified Classes B, C, and F (BM, CM, and FM). Traction Control Systems are prohibited in Modified Class A (AM). Active Automatic Braking Systems (ABS) and Traction Control Systems are prohibited in Modified Classes D and E (DM and EM), except for the original system installed on the car, which may not be modified. Engine RPM limiting devices (rev limiters) are allowed in all Modified classes. Data acquisition systems are allowed in all Modified classes unless specifically prohibited by the applicable GCR section(s).

Modified Category cars are divided into classes based on potential Solo® performance. They need not be licensed for or capable of street use. The Solo® Rules shall take preference over the Club Racing GCR (General Competition Rules) concerning safety requirements for vehicles in this Category. Aerodynamic devices must be securely mounted on the entirely sprung part of the car and must not be moveable when the car is in motion. The use of any moving device (for example a fan, propeller, or turbine) or hinged wing to create downforce is prohibited. Movable side skirts are not permitted except where noted herein or in Appendix A, Modified Category.

A. Sound Control Modifications

If a formula car or sports racer is restricted by a GCR-stated exhaust length or vehicle length and therefore prohibited from installing the necessary exhaust devices to quiet the car to meet local dB limits, the following shall apply:

The vehicle exhaust system length may be extended to allow for the installation of noise suppression devices. This allowance is provided solely to reduce the exhaust noise emanating from these cars by allowing the installation of (a) noise limiting device(s) and in so doing keep the total exhaust length to a minimum for safety reasons. The installation and the noise limiting device(s) shall serve no other purpose than that stated and this allowance only applies to an extension of the exhaust system, not the vehicle bodywork or frame.

B. Engine Classifications

1. Four-stroke cycle and two-stroke cycle, naturally aspirated, internal combustion engines will be classified on the basis of actual piston displacement.
2. Rotary Engines (Wankel): These units will be classified on the basis of a piston displacement equivalent to twice the volume determined by the difference between the maximum and minimum capacity of the working chamber, times the number of rotors.
3. Turbocharged or supercharged versions of the above engines will be classified on a basis of 1.4 times the computed displacement.

C. Aerodynamics

The area of a wing shall be computed by multiplying the width and depth of the wing assembly (top view) without regard to the curvature and/or inclination of the wing or number of elements. Any airfoil shadowed by another airfoil with more than six inches between them will have its own projected area added to the wing area calculation. Any diffuser-type aerodynamic device under the car which is used in downforce generation is not included in the wing area calculation.

This specification supersedes Section 12.9 for these classes.

D. Tires

Any tire (including recaps) meeting the applicable portions of Section 3.3 is allowed.

E. Safety Requirements

The following shall be required in all Modified Category vehicles:

1. Scattershields/Chain Guard - The installation of scattershields or explosion-proof bell housings shall be required on all cars where the failure of the clutch, flywheel, or torque converter could create a hazard to the driver or passengers. Chain drive cars shall be fitted with a protective case/shield to retain the chain in case of failure.

The following material requirements apply to scattershields/explosion-proof bell housings:

0.125 inch SAE 4130 alloy steel

0.250 inch mild steel plate

0.250 inch aluminum alloy

NHRA or SFI approved flexible shields

2. Master Switch - All cars shall be equipped with a master switch easily accessible from outside the car. Spec Racer Ford vehicles shall be wired per RFSR11. The master switch shall be installed directly in either battery cable and shall cut all electrical circuits but not an on-board fire system, if so equipped. It shall be clearly marked by the international marking of a spark in a blue triangle and mounted in a standard location. OFF position shall be clearly indicated at the master switch location. The standard locations shall be as follows:
 - a. FORMULA AND SPORTS RACING CARS — In proximity to the right-hand member of the roll bar, but in a location so that it cannot be operated accidentally. It can be mounted on a bracket welded to the inside of the upright member or mounted so that the operating lever or knob is outside of the body panel immediately inboard of the upright member.
 - b. CLOSED SPORTS RACING CARS, PRODUCTION CARS, AND GT CARS - In front of the windshield on either the cowl or on top of the fender, but close enough to the windshield to be accessible if the car is overturned. Alternatively, it may be mounted below the center of the rear window or on a bracket welded, clamped or bolted to the roll cage or dash, easily accessible through the open window. (Drilling of holes in roll cage to attach the bracket is prohibited.)
 - c. OPEN PRODUCTION and GT Cars - May exercise a choice among the above locations.
3. Driveshaft Hoop - RWD DM and EM vehicles shall have a driveshaft hoop capable of preventing the shaft from entering the driver's compartment or damaging any fluid or electrical lines in the event of joint or shaft breakage. All cars in competition using open driveshafts must have a retainer loop with 360° of enclosure, 1/4" minimum thickness and 2" wide, or 7/8" x 0.065" welded steel tubing, securely mounted and located so as to support and contain the driveshaft in event of U-joint failure. Vehicles that have a closed "tunnel" or other such structure which the driveshaft passes through such as the vehicle's frame, may be considered for an exemption from the SEB if that structure meets the criteria stated above. NOTE: DM and EM vehicles are exempt from the scattershield, driveshaft hoop, and Master Switch requirements if they are using street DOT-approved tires.
4. The roll bar structure must meet the requirements of either Appendix C or the Club Racing GCR required by class rules. Roll cages are strongly recommended.

"Specials" are required to have the roll bar extend at least two (2) inches above the driver's helmet in the normal seated position and a head restraint keeping the driver's head from going under or behind the roll bar. It is strongly recommended that all cars adhere to this specification.
5. Firewalls and floors shall prevent the passage of flame and debris to the driver's compartment. For cars having fluid lines in a non-stock routing over the belly pan, the belly pan shall have drain holes to prevent the accumulation of fluids.
6. Ballast may be added to obtain minimum weight requirements. However, it must be attached and secured in a safe manner.

F. GCR Exceptions

Club Racing GCR specific items and/or equipment not required in *the* Modified Category are as follows:

1. Fuel cells.
2. Windscreens, side mirrors and tail/stop lights.
3. Headlight covers, lenses, and bulbs.
4. Log books.
5. Fire retardant fire driver's suits.
6. Homologation.
7. Fuel test ports.
8. Production based dune buggies need not meet door requirements.
9. Running lights.
10. Deformable structures as defined by the GCR Formula Atlantic rules.
11. On board fire systems.
12. Reverse gear in BM and FM vehicles.
13. A front impact attenuation device (GCR 9.4.5.G) is not required in Solo® Modified Category vehicles.
14. Driver restraint system aging requirements (GCR 9.3.18.G) do not apply.

The 180° vision rule is recommended.

NOTE: If any conflict exists between the Club Racing GCR and the Solo® Rules, the Solo® Rules shall take precedence.

See Sections 3.8 and 8.3 for documentation requirements.

Refer to Appendix A for additional class-specific vehicle preparation rules.

Refer to Appendix F for past clarifications of these rules.”

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | June 6, 2012

The RallyCross Board (RXB) met via conference call June 6. Attending were Ken Cashion, Chairman, Brent Blakely, Karl Sealander, Warren Elliott, Stephen Hyatt and Ron Foley. Also in attendance were Stephen Harris, BoD liaison, 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): Tuner class rules proposal is not yet completed, but should be done by 6/15/12. Ken Cashion requested a rules submission deadline reminder in some form be released to the membership. Brian Harmer will post it as a news item at website and at Facebook page. Work on a review and better highlighting of the mandatory sections of the RallyCross Rules is continuing. Warren Elliott also reported that Rally America is interested in discussing running RallyCrosses in conjunction with their events. Cost to the RallyCross program may be an issue. More information to come.
3. National Championship Committee (Brent Blakely): Registration for the National Championship is now open. National Championship key positions assignments are in process and should be set within 60 days. The general consensus is that non-competitors should fill the higher positions. The National Supplemental Regulations were completed in time for the first two National Challenges. As a recap, those events were very successful. A question did come up about taking mechanicals from the start line especially when course conditions favor taking a later start time. Doing so seems legitimate within the rules for now. Jason Woodruff, Southern Pacific Division RallyCross Steward, did a good job adapting to the new Supplemental Regulations. The start position draw was done within classes with a magnet placed on each car indicating its starting position. Warren Elliott updated the RXB on the Tulsa course status and changes, where there will be consideration to assign local members to course design as much as possible.
4. Marketing Committee (Ron Foley): Ron Foley has received submissions and has commitments for more videos for the website that meet copyright requirements. Additional videos are being sought. The old Facebook page users have been successfully migrated to the new official page. Ron Foley outlined several areas in *SportsCar* that are available for possible RallyCross content. Plans for National Championship articles include "Who's Going to Win" and an open invitation from Chairman Cashion to the National Championship. A good option for Regions and Divisions is to post event dates and results at the forums and to provide the same info, along with event write-ups, to the National office for publishing in *SportsCar*, on the website, and at the Facebook page. The Marketing Committee is working on a site acquisition package similar to Solo's. To improve the value of the package, experience with obtaining various types of venues is being sought from among the membership.
5. Divisional Steward Liaison (Stephen Hyatt): The last Divisional Stewards' meeting was short with four stewards attending. The steward from the Southwest Division is moving on and is currently searching for his replacement. The stewards are pleading for the completion of the Safety Steward Training presentation. The deputy steward program is now underway. Demographic questions for sponsorship at the Divisional level should be directed to the National office staff. Incentives were discussed to encourage Divisional Stewards to attend the Championship event. Development of a volunteer incentive program continues.
6. Forum Activity: There has not been much forum discussion in the past month.

Old Business

1. Committee composition/Recruitment (all Committee chairmen): Committee composition should ideally consist of a minimum of 3 to 5 members per committee with a good distribution of talent and willingness. Transitions of committee members should be done as smoothly as possible.
2. New Divisional Steward Orientation: Letters were sent to the Divisional Stewards requesting that they choose a deputy who might be trained and be better prepared to replace the current steward when the time arrives. Follow-up will continue.
3. Growth discussion: Growth bullet points have been successfully absorbed into the respective committees on an ongoing basis. An evaluation of progress will occur towards the end of the year.

New Business

1. Take Detroit off suspension: The RXB agreed that the Detroit Region does not need continued sanction application review, although attention will continue to be given to the Region's events. Reinstatement of the revoked Safety Steward licenses must be handled through the regular Safety Steward Training process.
2. Class champs list: The RXB received a letter from a member requesting that all the past National Champions be listed in the RallyCross Rules. The RXB agrees this is a good idea. The information will be gathered, formatted, and then reviewed by the RXB for inclusion in the next edition of the RallyCross Rules.
3. Tulsa meeting: The RXB is planning a face-to-face meeting with the Divisional Stewards and other key personnel at the National Championship.
4. Indianapolis Sanction: The RXB discussed at length an intra-Division scheduling conflict in the Great Lakes Division. Ken Cashion and Stephen Harris will contact the parties involved in an attempt to mediate the situation.
5. National Challenge schedule status: At the time of the meeting, seven Divisions have scheduled events, two of which have been run. One Division is still in the scheduling process and one other Division probably will not have an event this year.
6. RXB Chairman successor: Ken Cashion reminded the RXB that the Chairmanship is a two-year commitment and that his term will conclude at the end of the year. Any members of the RXB who are interested in the position should submit a résumé.

Next meeting: July 5, 2012

Submitted by Karl Sealander, RXB Secretary

ROAD RALLY BOARD

ROAD RALLY BOARD MINUTES | May 14, 2012

The RoadRally Board met via conference call on May 14, 2012. In attendance: Jim Wakemen, Jeanne English, Rich Bireta, Clarence Westberg, Sasha Lanz, Chuck Hanson, Eva Ames; Deena Rowland and Howard Duncan from National Office; Steve Harris, BOD Liaison; not in attendance: Bob Lybarger, BOD Liaison.

The meeting was called to order at 6:05 pm CST by Chairman Jim Wakemen.

1. April Meeting Minutes were approved.

2. 2012 Rally Liaison updates:

June 2, NCR Steel Haul / Jeanne English

June 23-24, NTCGR National Road, International Road / Jeanne English

July 28-29, NTR/NTR Graham Cracker, Tombstone Epitaph / Jeanne English

August 25-26, 2 Day NTR Western Virginia National Tour / Rich Bireta

September 15-16, NTR/NCR Oktoberally, Badger Trails / Clarence Westberg

October 6-7, NTR/NCGTA Catocin Monte, Lobster Traps / Jim Wakemen

Oct 19, 20, 21 - USRRC Detroit / Chuck Hanson

Steel Haul and Indy rallies – things are progressing well; AZ Border, 2 tour rallies, sanctions yet?; Sept – Mike Thompson is revising his rally after talking with Clarence, and is adding a regional tour w/OK; Oct WDC rallies, nothing to report; USRRC – progressing, have headquarters and order of events (course, tour, GTA)

3. Concerns tracker – Jim sent web requirements to Howard, looks like it can be on the SCCA website, Jim will coordinate with John Steflik to get it done this week.

4. CERs – National Rally committee will look at this.

5. Howard – what about an Organizer Survey, to be sent to Rallymasters after their audit received, to see what was successful (or not), similar to racers observer's report by chairman; who to send it to? We already have Observer's Reports done by competitors. National Rally committee will look in to this.

6. Regional Rally committee – to be made up of non-RRB members with an RRB liaison; we need to recruit the first group of members; they will report to the RRB; focus on how to increase numbers of contestants; act as clearing house for rules, processes and procedures, possible administrative barriers to attendance, who's doing things that others should know about; alternate rally formats, e.g. GTAs and social rallies. Rich Bireta put a motion in our DropBox about this. How will we get members for this committee? Put a notice on the SCCA Forum asking for volunteers, ask specific people, ask divisional stewards for suggestions. Sasha will reword the DropBox proposal items to be more positive instead of negative. Eva will post this on the SCCA Forum, with a July 1 deadline for applicants. Rich will be the liaison for this committee.

GTA committee – similar to above, but we prefer not much overlap of committee members. Same posting, and deadline of July 1 for applicants. There is a GTA rulebook. GTA committee will be a subcommittee of regional committee. Sasha will be GTA liaison.

Motion to establish these committees, seconded, approved.

7. Road Rally Program Growth, document put together by Rich Bireta – after the Regional Rally committee is set up, let them see this document. It needs some fine tuning - we will discuss more at our June meeting. Good place to start.

8. New business – list of committees, who is on them, what they do, ask for volunteers as needed.

9. Jim wrote (on very short notice) the RRB report to the BOD for their June meeting; it is in the DropBox.

Adjourned 7:40 pm

Respectfully submitted,

Jeanne English, RRB 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

Runoffs Event page: <http://www.scca.com/runoffs>

Accredited Driver Licensing Schools: <http://www.scca.com/clubracing/content.cfm?cid=50864>

Forms: <http://www.scca.com/downloads/#club>

Technical Forms: <http://www.scca.com/clubracing/content.cfm?cid=44472>

General Competition Rules (GCR): <http://www.scca.com/clubracing/content.cfm?cid=44472>

SOLO

40th Tire Rack SCCA Solo National Championships: <http://www.scca.com/solonationals>

Forms: <http://www.scca.com/downloads/#solo>

Rulebook: <http://www.scca.com/downloads/#solo>

RALLY

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

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

SCCA NATIONAL CONVENTION

Event page: <http://www.scca.com/events/index.cfm?eid=4495>

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