

BOARD OF DIRECTORS

SCCA Board of Directors Minutes | October 11-13, 2012

The SCCA National Board of Directors met at the National Office in Topeka, KS on Thursday, October 11, Friday, October 12 and Saturday, October 13. The following directors participated: Jerry Wannarka, Chairman; Lisa Noble, Vice-Chairman; Dick Patullo, John Walsh, Bill Kephart, Todd Butler, Secretary; Bob Lybarger, Michael Lewis, Treasurer; R. David Jones, Robin Langlotz, Steve Harris and Brian McCarthy. Phil Creighton 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, and Aimee Thoennes, Executive Assistant.

The following guests participated: Steve Hudson, SEB Chairman; Jim Wheeler, CRB Chairman; Dan Helman, Insurance Committee Chairman; Paul Pfanner, Founder / President / CEO / Executive Publisher of Racer Media & Marketing, Inc. ; Pasquale Trozzolo, Angelo Trozzolo and Jeff Madden, Trozzolo Communications Group; K. David Nokes, Chairman of the Stewards; Tom Campbell, President SCCA Pro Racing.

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.

PRESIDENT'S REPORT

President Jeff Dahnert gave a status update on several initiatives for 2012. In general participation is mixed, some areas are up and others are down. Membership is slightly up. Dahnert gave a progress report on the Majors. Dahnert reinforced that the common goal is a healthier national racing program. The combination of the operational strengths of the staff involved and the strategic vision of the members of the planning committee are working congruently toward that end.

Dahnert gave updates on the Solo/Rally department reorganization, the branding/marketing initiative project and the insurance RFP process. Formal updates will be given later in the meeting. He also touched on the successes of the National Championship events in Club Racing, Solo and Rally. Dahnert was able to work with ACCUS and the United States Racing Management Board to establish the requirement that all workers for the Austin Formula 1 event, be licensed SCCA or USAC workers. The event is scheduled for November 18.

There was a review of additional actions in place to strengthen SCCA. Dahnert gave an overview of the accomplishments over the past year with a review of membership revenue, sponsorship and reserves from 2005 to 2012.

FINANCE REPORT

Ehret gave a year to date financial report through September 30, 2012. He reported that year to date revenues and expenses were both 1% below budget. SCCA, Inc. will finish the year with a net operating loss, as planned. Investment results have increased the non-operating reserves.

SCCA Pro Racing is performing to budget. The accounting for SCCA Enterprises was successfully moved under SCCA, Inc. which is providing a cost savings for Enterprises. Enterprises is responsible for their inventory and sales accounting. Their net income year to date is positive but below budget.

The process for the Insurance RFP is on track and he and Dan Helman will present an update to the board later during the meeting.

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RALLY AND SOLO REPORTS

Duncan gave an update on the successful restructuring of the Rally/Solo Staff Department. It has resulted in improved member service activities. The team provided support to the FSAE event in Lincoln.

There was discussion on the divisional meetings and the need to improve the Rally and Solo program offerings at these meetings. It was requested that Divisional meeting dates be provided to Staff so their participation can be ensured.

Duncan gave a preliminary report from the Solo Nationals which was a successful event with participation close to that of 2011. There is concern about overall participation in the Solo program and there is a need to help grow regional programs. The SEB, like most program boards, get bogged down in the details of letters and adjustments. In addition, the program boards are empowered to think strategically and consider ideas to promote growth in their programs.

Duncan requested feedback from the board regarding the convention program board meetings with the board of directors. Going forward, it is the desire of the board to meet with the entire SEB. This also gives the members of the SEB access to Region leadership in order to work together in developing programs.

Duncan explained the Starting Line Autocross School, a joint effort with Evolution Performance Driving Schools. The program is designed to introduce enthusiasts to Solo and get them off the couch.

Steve Hudson, SEB Chairman presented the rules package. There was discussion over the item 1.3.2 which addresses the use of controlled substances and concern that as it was currently written, OTC drugs such as decongestants or antihistamine could potentially be caught up in this wording. The item was deferred. The CRB and SEB will be asked to coordinate and propose the appropriate language for use in the GCR and Solo Rules.

Hudson provided an overview of the proposed rule changes and their impacts.

MOTION: to approve General Items 2-6, Stock Items 7-12, ST Items 13-15, Street Prepared Items 16-28, Street Modified Items 29-32, Prepared 33-40, Modified 41-43. Walsh/McCarthy. PASSED 12-0. Creighton absent. (See Appendix A – SEB Recommended Items)

Note of thanks: The Board wishes to express their appreciation to the SEB and advisory committee members for the many hours of volunteer work that goes into the rules preparation.

RALLYCROSS REPORT

Duncan reported the RX National Championship from the past weekend was very successful. Entries exceeded 2011. A Town Hall was held with the RXB and 2 members of the SCCA, Inc. BoD to get event and overall feedback.

ROADRALLY REPORT

Duncan addressed the changes in the RRB membership due to resignation and retirement. There are actions in place to refocus on general program growth. The purpose of rally is to serve regions and grow quickly and profitably.

HALL OF FAME REPORT

Duncan gave a progress update for the Hall of Fame. Vacancies on each committee have been filled and are done so to ensure that the programs of SCCA have representation on each committee. The nominating committee has received many nominations this year to be added to the list for review. They will narrow the list to a recommended list for review by the Selection Committee. Traditionally 5 members are selected each year for induction into the Hall of Fame. The Board does not have any involvement in the process or approval.

INSURANCE RFP REVIEW

Dan Helman and Rick Ehret presented the overview of the Insurance RFP actions and timelines.

RFP process was designed to review total insurance coverage and work thru an insurance broker to manage an RFP sent out to ~40 different carriers. The broker will compile results and shortlist carriers which the Insurance Committee will then review and select based on several criteria for recommendation to the BoD. The Insurance Committee is comprised of Dan Helman and Rick Ehret as well as, Ed Locke, Chicago Region, John Zuccarelli, Florida Region and Michael Smith, San Francisco Region. The Insurance Committee will develop cost recovery models. The intent is to understand real cost of current coverage, and the cost of individual component coverage, coverage amounts and make intelligent and cost effective choices. BoD will review recommendations for carrier, allocation and cost recovery at their December BoD meeting.

Dahnert noted that Rick Ehret, Dan Helman, Mike Smith, John Zuccarelli and Ed Locke did an outstanding job coordinating this complex process.

MARKETING/BRANDING INITIATIVE

Pasquale Trozzolo, Angelo Trozzolo and Jeff Madden presented a progress update including the next steps and timeline. The

group was engaged to design a campaign to drive membership and participation. The Trozzolo group provided multiple concepts to the Board. They were also engaged in support for the Majors roll out program at the Runoffs.

SPORTSCAR

Paul Pfanner presented concepts for an improved SportsCar. The Board will review the proposal. A straw vote by the Board showed strong support for continued paper editions of SportsCar.

MARKETING/COMMUNICATIONS REPORT

There were \$1.8 Million in contingency postings for the Runoffs. 80% of competitors registered for the contingencies. Solo Nationals had \$915,000 with only 433 competitors registered.

Prill provided supporting data on existing sponsors and brand loyalty/awareness. There is high recognition and brand awareness with SCCA members which helps us sell sponsorship. Discussion over sponsorship for the Majors program. There was discussion about SCCA sponsorship negotiated at a national level versus event level which may be negotiated at the region level. More work is required in this area to define the possibilities and programs to develop policy and guidelines going forward.

CLUB RACING REPORT

Ozment gave an overview of the Runoffs and plans for the 50th Anniversary next year as well as the Runoffs in 2014.

Ozment debriefed the board on the aspects that were successful and the aspects that are in need of improvement for next year. She updated the board on the plans in place for 2013. There is a need for verbiage relative to the role of staff in the operations manual for vote at the December meeting.

Ozment provided detailed Runoffs statistics, participation and actions.

Initial thoughts for 2013, the 50th Anniversary of the Runoffs was presented to get Board feedback. Details will be presented to the Board in December and the plan is to announce the preliminary schedule in December for 2013. The Board agreed that for the 50th anniversary event we should revert to the 7 day event schedule with practice and qualifying completed by Thursday afternoon and Thursday afternoon held as a celebration with special events on and off track.

Ozment has contacted a number of tracks across the country about their overall availability to host the runoffs. The goal is to narrow to 4-5 tracks for Board consideration by the December 2012 board meeting.

Terry reviewed the remainder of Club Racing's 2012 projects.

There will be a Time Trials rules package for vote in December.

MOTION: That the Southwest Division of the Sports Car Club of America be allowed to hold a one time only Double National race weekend at the Circuit of the Americas racetrack in Austin, Texas during the month of December 2013 counting towards the 2014 season. FAILED for lack of a second.

There was concern by the BoD over starting the 2014 National competition season prior to the beginning of 2014.

MAJORS REPORT

Kephart updated the Board on the Majors and changes made as we move into 2013. These changes will be based on what was learned from the pilots in 2012 and feedback from the regions. There will be a formal announcement forthcoming. In an effort to reinvigorate our national club racing program, SCCA is going to 2 Tier racing in 2014. The U.S. Majors Tour or USMT will be the new National Club racing program with renewed purpose to provide exceptional racing to competitors. The other tier will include current regional/divisional racing which continues to give regions flexibility in their unique events.

There will be two paths to the Runoffs. One path via divisional championships and the other through the USMT. In the USMT, there are 4 conferences hosting ideally 6 races per conference for a total of 18-24 races total, including 10 Super Tours. There will be 4 Invitationals which will be 5 race groups with 10 classes (top classes in a conference). These events will be doubles.

POLICY STATEMENT: The Board of Directors endorse the further national rollout of the 2013 U.S. Majors Tour and the public release of the vision for 2014 and beyond. Patullo/Kephart Opposed Langlotz, Lybarger. Absent: Creighton. PASSED. 10-2-1.

For additional details, see Appendix D.

Kephart thanked those who served the staff and those who have worked on the planning committee... including past members RJ Gordy, Marcus Merideth and John Sheridan. This effort has been a long term commitment for those involved.

CRB RULES PACKAGE

CRB Chairman, Jim Wheeler provided an overview of the Rule package. Note: the complete wording for the following rule changes can be found in Appendix B. Notations below are only to record the board votes per item.

MOTION to approve the GCR items #6027, 6259, Minor Licensing, 7640, Use of #1, 7818, 7829, 7812, 8702, 9046 and FIA Seats. Patullo/Butler. PASSED 12-0. Creighton absent.

MOTION to approve Formula Sports Racing item 8803. Patullo/Butler. FAILED 3-9. Opposed: Lybarger, McCarthy, Walsh, Jones, Lewis, Langlotz, Kephart, Wannarka, Harris. Creighton absent.

MOTION to approve the Formula/Sports Racing FF FC: 5636, 9030, 8799. Patullo/Butler. PASSED 12-0. Creighton absent.

MOTION to approve the Grand Touring GT 9327, 7828, 8176, 8749, 8971; Improved Touring 4220, 4407, 9410; Super Touring 7824, 9412, 8975, 9413, 8756, 7717; Production HP item 8531. Patullo/Butler. PASSED 12-0. Lewis abstained from GT item 7828. Creighton absent.

MOTION to approve American Sedan 8415, 8416, 8319, 8955, 9524; 9304 and 9517. Patullo/Butler. PASSED 12-0. Creighton absent.

Discussion on Touring category classes and strategic vision to promote growth of the class. Kudos to the CRB for a well written introduction to the TCS.

MOTION to accept the TOURING RULE PACKAGE as presented. As part of this reorganization, STO, SSB and SSC classes will cease to exist beyond 2012. Patullo/Butler. PASSED. 10-1-1. Opposed: Wannarka. Abstained: Jones. Creighton absent. See Appendix C for the detailed package.

MOTION for item 3 # 9525 to make B-Spec a national class in 2013. Patullo/Butler. PASSED. 12-0. Creighton absent.

Note of thanks: The Board wishes to express their appreciation to the CRB and advisory committee members for the many hours of volunteer work that goes into the rules preparation.

Note of thanks: The Board wishes to acknowledge the many letters from the Touring Community that helped shape the revised Touring car package.

An advisory committee will be formed to maintain B-spec as single class set of rules. The committee will include manufacturers and other sanction bodies.

Wheeler reported on the vacancies on the CRB for 2013.

EXECUTIVE STEWARDS REPORT

Nokes gave an update on the current state of the program which he has lead for the past three years. He reviewed the program challenges and his thoughts moving forward. Over the last three years, they have enacted multiple initiatives including developing and documenting best practices for operating events, revising training for new stewards, building training tools, improving communications and developing performance reviews and evaluation basics for stewards.

Challenges going forward were identified as the need to change the perception of stewards from a detriment to a valuable asset in SCCA racing, more aggressive recruitment, better execution and increased accountability.

Stewards actions (CSA/TFA) through September 2012 were reviewed as well as reasons for the differences between Divisions. No conclusion was reached.

Wannarka thanked Nokes for being the instrument of change in the Stewards Program and his efforts to improve the program nationwide.

LIAISON REPORTS

John Walsh and Bob Lybarger reported on the marked improvements in the efforts of the SOM courts. This is attributed to the training programs developed in the Stewards program. The Runoffs presented the COA with logistical challenges and the process is being evaluated for 2013. Mike West will be stepping down as Chairman of the Court of Appeals at the end of this year. The Board will appoint a new chairman in December.

Robin Langlotz provided an update on the SCCA Foundation.

SCCA PRO RACING

SCCA Pro Racing has had a successful year. The only negative issue was with the dissolution of the F100 Series and Campbell is working with the promoter towards resolution. The 2013 schedules are out for some series and still in process for others. The impact of the GrandAm/ALMS merger on SCCA Pro Racing is still being assessed.

MOTION to adjourn Lybarger/Harris. **PASSED 12-0.** Creighton absent. Meeting Adjourned.

Appendix A: SEB Rule Changes

Action Items for implementation 1/1/2013

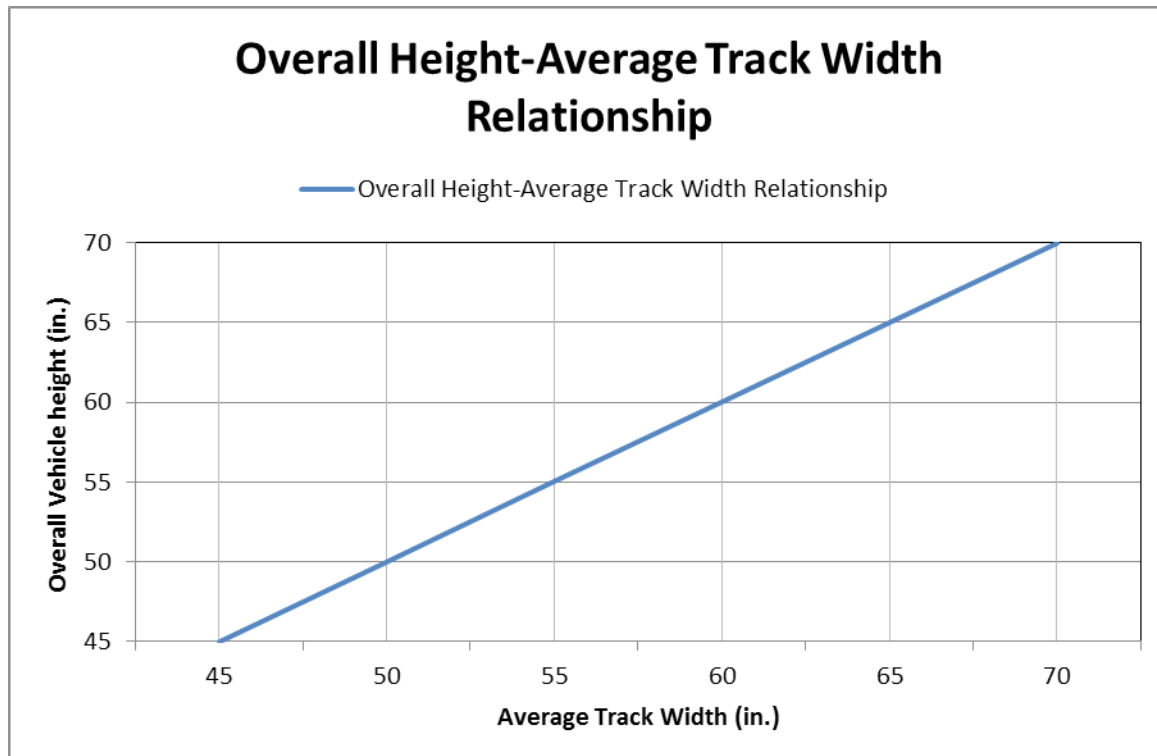
GENERAL ITEMS

ITEM 2) Replace the latter portions of Section 3.1, "Rollover Potential Guidelines":

a. Rollover Potential Guidelines

The SSC has reviewed the allowance of competing cars with higher roll centers and has prepared the following chart to be used as a guideline for assisting Regional members in determining whether a vehicle has a higher than average potential to roll over in Solo® competition. Vehicles falling into the acceptance range still have the probability to roll over but they are less likely to roll over than those that are not in the acceptable range are. This chart is for all vehicles specifically listed in Appendix A.

An approach of this type is required to help event officials assess the rollover risk potential of vehicles which fall in a gray area between traditional Solo® cars and those which clearly have a "high center of gravity". While it is imperfect, it should strike a balance between risk reduction and admission of the most vehicles to Solo® while introducing a consistent procedure for doing so.



The measurements are to be taken from the ground to the tallest point of the vehicle for the Overall Vehicle Height and the normal track measurement as stated in Section 12.5 for the Average Track Width.

The SEB may use Static Stability Factor (SSF) for classing new vehicles. Static Stability Factor is defined as one half the track width divided by the height of the center of gravity above the road. Vehicles with an SSF of less than 1.30 should not be permitted to compete in our Solo® events due to their higher risk of roll over.

b. Physically disabled drivers may use alternate vehicle controls and preparation items appropriate for the nature of their disability. In the case of a driver using alternate controls, extra care should be taken to ensure that the driver does have adequate control of the vehicle and that the control mechanisms can stand up to competition use. A waiver from the SCCA® Technical Services Department is required for the use of such equipment in National Solo® events. Requests will be handled on a case-by-case basis.

November 2012

ITEM 3) Change the second sentence of 4.1.A:

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

Also add to the end of 4.1.A:

The provisions of 4.1.D provide event officials discretion with regard to the entry of any driver.

May 2012

ITEM 4) Delete Section 4.9.

Comment: The SEB believes it can effectively serve the needs of the program by monitoring the class structures and participation levels, and dealing with issues on a case-by-case basis as they arise.

April 2012

ITEM 5) Change the first three sentences of 8.4:

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

Also change the second sentence of 8.4.1:

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

May 2012

ITEM 6) Revise Appendix I:

Sound Measurement at SCCA National Solo Events

The maximum limit will be 100 dBA.

The measurement will be taken at a point where the vehicle can reasonably be expected to be under load at full throttle. The measuring point will be 50 feet from the edge of the course using an ANSI Type 2 sound meter set to "A" weighting, "Slow" response. The microphone will be 3 to 4 feet above ground level, positioned perpendicular to vehicle direction of travel. The microphone will be away from structures (e.g., buildings, etc.) as is practical.

If a vehicle exceeds 97 dBA, the Chief Steward or his/her designated representative will be notified by the Sound Control Steward or representative. The Chief Steward or representative will notify the driver of any measurement over 97 dBA.

If a vehicle exceeds 100dBA, the driver will be allowed an attempt to reduce the sound level of the vehicle before his/her next scheduled run that day. (A "mechanical delay" per Solo Rules 6.8.D may be used.) If a viable remedy has been attempted in the judgment of the Chief Steward or representative, the driver will be allowed a "second chance" for the next scheduled run. If the driver declines any "repair action" or the "repair" is deemed inadequate by the Chief Steward or representative, the driver will forfeit all subsequent runs in the vehicle (unless an adequate

“repair action” is completed before the next scheduled run). If the vehicle exceeds 100 dBA again on the “second chance” run, the driver will be allowed another attempt as before to reduce the sound level. The Chief Steward or representative may approve a final “third chance” run after another remedy to reduce the sound level. If the limit is exceeded on the “third chance” run, the run will be scored a DNF.

Any “repair actions” to reduce the sound level of a vehicle may not be removed (including the next day of the event) and may be subject to re-inspection by the Chief Steward or representative. If the “repair” has deteriorated after passing the sound level requirements at the measuring point, it must be addressed again. The Chief Steward or representative has the right to disallow a repeat of the “repair action” that deteriorated. The “repair action” may be changed or modified to improve the quality of the “repair” and/or further reduce the vehicle sound level. Drivers that receive a DNF for non-compliant sound limits must make further “repair actions” to reduce the sound level to compliant readings before starting runs the next day.

These general sound limit regulations WILL NOT override specific local area and/or SCCA Regional sound limit requirements, regulations, and/or penalties.

April 2012

STOCK CATEGORY

ITEM 7) Change the last sentence of 13.8.B:

“However, no suspension part may be modified for the purpose of adjustment unless such modification is specifically authorized by the factory shop manual.”

Also remove from Appendix F, STOCK CATEGORY CLARIFICATIONS, the item titled “PORSCHE STRUT ORIENTATION.”

April 2012

ITEM 8) Move to FS from AS: BMW M3 (E90/E92/E93 Chassis) (2008-2012)

July 2012

ITEM 9) Move to FS from AS: Lexus IS-F (2008-2012)

July 2012

ITEM 10) Move to FS from AS: Mercedes C63 AMG (non-Black edition) (2008-2012)

July 2012

ITEM 11) Move to FS from BS: BMW M3 (E46 Chassis) (2001-2006)

July 2012

ITEM 12) Move to FS from BS: Chrysler Crossfire SRT-6 (2005-'06)

July 2012

STREET TOURING CATEGORY

ITEM 13) Replace 14.10.A:

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

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

May 2012

ITEM 14) Modify 14.10.E:

- 1) Remove the words "high flow" from the first sentence.
- 2) Add new sentence:

Replacement converters must have a minimum catalyst density of 100 cells per inch and minimum substrate length of 3 inches.

Comment: This more clearly defines a catalytic converter and specifies a minimum level of functionality. It should have no effect on existing installations of legitimate automotive converters.

May 2012

ITEM 15) Replace 14.10.J:

Any engine or transmission mount is allowed provided it attaches only to the original mounting points, does not relocate the engine/transmission (other than incidental to changes in compliance material), and weighs no less than the OE mount. All components between the engine/transmission and the mounting structure are considered to be part of the mount assembly.

Also remove 14.8.E and re-letter subsequent sections accordingly.

Comment: The existing allowance attempts to retain bushing compliance through an ineffective restriction on metal content. Mounts of a solid nature can still be legally fashioned from hard plastic (e.g., Delrin). The proposed allowance replaces that ineffective restriction with one that instead limits weight reduction benefits.

February 2012

STREET PREPARED CATEGORY

ITEM 16) Add new subsection 15.2.A.1:

Hardware may be added to the steering system outside the passenger compartment to limit steering travel, provided it does not alter steering or suspension geometry within the limited range of motion and serves no other purpose.

August 2012

ITEM 17) Change 15.2.B:

Factory rub strips, emblems, mud flaps, *rear wings or rear spoilers* may be removed.

Comment: This is a portion of the "Option 2" proposal, which is not being recommended in its entirety. Member input on both sides of the Option 2 discussion indicated support for this specific item. As most cars in SP have the option to remove wings via update/backdate, this change will not affect very many vehicles.

June 2012

ITEM 18) Remove the fourth sentence from 15.2.I:

"The intent of this allowance is to accommodate commonly available appearance kits, and replicas thereof, which have no significant aerodynamic function at Solo speeds."

Comment: This retains current aero allowances, and removes the "intent" wording.

June 2012

ITEM 19) Add to 15.9.F:

A hole may be drilled in the firewall to permit passage of electrical wiring. It should be no larger than necessary and shall serve no other purpose.

October 2011

ITEM 20) Change 15.10.J:

Engine *and transmission* mounts may be replaced, but must attach in the factory location(s) without additional modification or changes. Engine position may not be changed. Hydraulic shock type rear engine locators, or bobble struts, may be replaced by manufacturer's performance part or aftermarket replacement part. This part must retain factory dimensions and attachment points, including factory design. (Example: If factory locator/bobble strut is gas or hydraulic piston type, replacement part must be gas or hydraulic piston type.) If one or more non-OE engine *or transmission* mounts are used, 15.10.K does not apply and a torque suppression device may not be used.

Also delete 15.10.N

February 2012

ITEM 21) Change 15.10.AA:

AA. Camshafts and related parts must remain standard except that alternate cam drive pulleys or gears may be used to adjust cam timing if no variable cam and/or valve timing system exists as standard. ***Timing covers or valve covers may be altered for pulley clearance or access to adjustment.*** Type of cam drive (chain, belt, gear) must remain as standard. Alternate parts of the same general type (e.g. roller chain in place of "silent" chain) may be substituted. Mating parts (block, heads, covers, retainers, etc.) may not be altered *except as mentioned above*. Vehicles equipped with a variable cam and/or valve timing system as standard may use alternate computer calibration to adjust cam and/or valve timing but may not change or substitute cam drive components (hardware).

October 2011

ITEM 22) Add new subsection 15.10.CC:

CC. Cruise control systems may be removed in whole or in part.

June 2012

ITEM 23) Move to FSP from DSP:

Honda
Prelude (1983-1987)
Prelude (1988-1991)

September 2011

ITEM 24) Move to DSP from CSP:

Toyota
Supra (1979-1981)

October 2011

ITEM 25) Change Impreza listings in DSP:

Subaru
Impreza (1993-2001) (all)
Impreza 2.5 (NOC)

Also remove from FSP:

Subaru
Impreza NOC

January 2012

ITEM 26) Change the ESP listing under BMW from:

528, 530, & 533 (all)

to

528, 530, & 533 (*non-turbo*)

June 2012

ITEM 27) Move to DSP from BSP:

Mazda

RX-8

June 2012

ITEM 28) Change the DSP and FSP listings for the affected BMW, Chevrolet, Ford, Mazda, Toyota, Volkswagen models:

In DSP:

BMW

318 (16v) & 325 (E30 chassis)

In FSP:

BMW

318i (8v, E30 chassis)

318i, 318is (E36 chassis)

Chevrolet, Pontiac, Buick, Oldsmobile, Geo, & Suzuki

Storm (*all*)

Ford

Focus (*all*) (1999-2007)

Fiat & Bertone

X1/9 (*all*)

Mazda

323 non-turbo (1986-1989)

323, Protege, MX-3 4 cyl. (1990-1994)

Protege (1995-1998)

Toyota

Corolla FX16

Corolla GTS (*all*) (1984-91)

Volkswagen

Rabbit, Jetta, Scirocco, Cabriolet, & Pickup (*all*, A1 chassis) (1975-1992)

Golf & Jetta (*all*, A2 chassis)

Corrado (*all*)

Golf & Jetta (VR6, A3 chassis)

Golf & Jetta (VR6 NOC, A4 chassis)

July 2012

STREET MODIFIED CATEGORY

ITEM 29) Replace 16.1.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 window washer system** may be modified, removed or replaced.

July 2012

ITEM 30) Replace 16.1.N:

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*

July 2012

ITEM 31) Remove Section 16.3.

Note: This section was provided when the SM category was first created, and is no longer viewed as specifically necessary since the category and its rules have matured.

May 2012

ITEM 32) In Appendix A, Street Modified, remove the word "Supplemental" from the Street Modified Class Front Wheel Drive section heading.

November 2012

PREPARED CATEGORY

ITEM 33) Add to 17.2.P:

3. *All OE rear wings and rear spoilers may be removed.*

4. *Vehicles equipped with an OE rear wing may add a rear spoiler only if the OE wing and wing attachments are first removed.*

April 2012

ITEM 34) Replace 17.8.C.2:

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.

July 2012

ITEM 35) Revise the 4th paragraph of Appendix A.1.c. for X Prepared:

Wing endplate surface area is limited to 200 square inches each and the number of endplates is limited to a maximum of two. Convertibles/roadsters with no roof and targas with no rear window, no portion of the wing may be higher than 12 inches above the wing's point of attachment to the body of the vehicle. *In the event that a convertible/roadster with no roof or a targa with no rear window retains the original equipment windshield frame with a windshield of any material that meets 17.2.K.1, the top of the windshield frame shall be considered top of the roofline and the car may use the wing mounting rules in Appendix A.1.c for a closed car.*

Comment: The intent of this proposal is to increase the allowable wing height for open cars with full windshields.

February 2012

ITEM 36) Add the following Appendix A, Section 9 for X Prepared:

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 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.

July 2012

ITEM 37) Replace the fourth and fifth paragraphs under Prepared Class C in Appendix A:

Naturally aspirated cars with US produced 4-cyl, 6-cyl, and 8-cyl engines manufactured by a particular corporation may be interchanged with any pushrod, DOHC, or SOHC engine offered by that corporation. Examples of swaps allowed include a Chevrolet engine would be allowed in a Pontiac, a "Coyote" 5.0L would be allowed in any year Mustang, an LS1 would be allowed in any year Camaro or Firebird, and a 3.7L DOHC V6 from a 2011+ Mustang would be allowed in any other Mustang. Alternate engines for a particular model must locate the bell housing to the block mounting surface in the same plane as the standard part. Vertical position of the longitudinal axis of the crankshaft shall remain the same as the original engine. Tolerance for both measurements is +/- 1/2 inch. Alternate material (aluminum) engine blocks may be used on U.S. produced 8-cyl engines. Any alternate engine block shall meet all other requirements of Section 17.

Forced induction cars may not substitute the engine for any other nor may forced induction engines be swapped into cars that the combination was not offered."

Also change the subsequent paragraph:

Alternate iron or aluminum cylinder heads may be used on US-produced 4-cyl, 6-cyl, and 8-cyl engines. Any alternate cylinder head(s) used shall be of the same configuration (number of valves per cylinder and valve actuation method – pushrod or OHC) as the originals and shall be direct replacement type.

June 2012

ITEM 38) Add to Appendix A for C Prepared:

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.

July 2012

ITEM 39) Change the listing in EP for the Mazda RX-4:

RX-4 (12A) (1974-78)

Specified Displacement: 2292 cc

Alt Spec: No peripheral port

Sedans (non-turbo, 2WD, NOC)

Also create a new listing for the Mazda RX-4 in FP:

RX-4 (13B) (1974-78)

Specified Displacement: 2616 cc

Alt Spec: No peripheral port

Comment: The PAC feels the 13B rotary may be outside the engine power envelope of EP. There are no 13B-powered cars currently competing in EP and therefore this class change would not disenfranchise existing competitors.

June 2012

ITEM 40) Change the Appendix A listing for the Toyota Starlet in EP:

Starlet (non-turbo, 2WD) (1981-1984)

Alt Engine: 4A-G (1.6L) with cyl. head P/N 11101-16010, or 11101-16030

Comment: The proposed change eliminates a potential engine/cylinder head configuration that was not available in RWD Toyota models.

February 2012

MODIFIED CATEGORY

ITEM 41) Add new section 18.1.D.6:

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.

July 2012

ITEM 42) Replace subsection C, Modified Class F in Appendix A:

C. Solo Vee as per the following definition: Solo Vee is based on FV and all cars shall meet all specifications described in Sections 9.1.1.C.1, C.2, C.3, C.4, C.6, C.7, C.8, C.9, C.10, C.11 and C.12 of the GCR/FCS except as amended in these rules. No permitted or alternate component or modification shall additionally perform a prohibited function.

1. Engine Choices

a) Any stock 1600cc or smaller air-cooled automobile engine manufactured by Volkswagen (VW) for sale in VW vehicles available to the general public for purchase in the US is allowed.

b) Solo Vee engines may have increased compression up to and including 10:1 ratio with OE bore and stroke. Compression ratio may be increased by additional machining of any factory machined surface on the cylinder heads only. Fuel injection is prohibited. Valve size may be increased to a maximum of 40 mm intake and 35.5 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 centers shall remain OE stock. OE stock heads shall be used, however, alternate VW heads with casting numbers 040 101 355 or 043 101 375 may be substituted. Any single carburetor (regardless of the number of venturis) is permitted. Multiple carburetion is restricted to a maximum of two 44mm carburetors with 28mm venturis. If a balance tube is used between manifolds runners, it shall be restricted to one 1/2-inch ID pipe. Any intake manifold not having a plenum chamber is permitted.

OR

c) 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 39 mm intake and 32 mm exhaust. Port location may not be changed from OE stock. OE stock heads shall be used, however, alternate VW heads with casting numbers 040 101 355 or 043 101 375 may be substituted. A maximum compression ratio of 9:1 is permitted. Compression ratio may be increased by additional machining of any factory machined surface on the cylinder heads only. Any single carburetor may be used. Multiple carburetors are prohibited. Any intake manifold not having a plenum chamber is permitted.

d) There shall be no "mixing" of allowances, e.g. carburetors from "c" and displacement from "b" above.

2. Engine Components

- a) Mixing of parts between different air cooled engine models is permitted. All parts must meet VW specifications for engines delivered for use in the US in VW vehicles unless otherwise noted herein.
- b) Balancing of all moving parts is permitted provided balancing does not remove more material than necessary to achieve balance.
- c) Parts from alternate manufacturers or remanufactured parts are permitted provided said parts are of the same material, are dimensionally identical, and meet all original VW specifications for engines delivered for use in the US in VW vehicles. This would include VW replacement heads as specified without raised ports and aluminum engine cases. Aftermarket magnesium engine cases may also be substituted.
- d) The flywheel from either the alternate engine or from the 1200cc engine may be used. Minimum flywheel weight is twelve (12) lbs. Any single disk clutch may be used. The transmission housing may be machined to provide clearance when using the alternate engine flywheel assembly.
- e) Any exhaust system which terminates more than three inches behind the rearmost part of the body may be used.
- f) Counterweighted crankshaft and eight-dowel pinned crankshaft-to-flywheel mounting are allowed. All journal dimensions and relationships with each other must remain as stock. Crankshaft journals may be ground undersize a maximum of 0.030" less than stock dimensions. Crankshaft pulley is unrestricted.
- g) Deep sump oil pan up to 2.5 quart additional capacity is permitted. The installation of baffles housed completely within the oil pan and crankcase is permitted. The use of any standard VW oil pump is permitted. Dry sump systems are prohibited. Replacement of oil gallery plugs with threaded plugs is permitted. Oil filters and oil coolers are unrestricted provided that they are securely mounted completely within the bodywork. A pressure accumulator (e.g. Accusump) may be fitted.
- h) Camshaft and valve train components are unrestricted with the following exceptions:
 - 1. Pushrods shall be made of metal.
 - 2. Valve lifters (tappets) shall be dimensionally and functionally identical to and made of the same material as the standard VW parts.
 - 3. Roller camshafts are prohibited.
 - 4. Rocker arms shall be standard ratio VW.
 - 5. Valve guide material is unrestricted provided that the distance between valve centers and the angles of the valves does not change.
- i) Porting, polishing, and machining of the intake and exhaust ports is permitted. The addition of material in any form is prohibited. Valve seat angle(s) are unrestricted.
- j) Compression ratio may be increased by additional machining of any factory machined surface on the cylinder heads only. Installation of a spark plug hole repair utilizing standard thread repair methods (such as Helicoil) is permitted providing that the spark plug centerline is not changed.
- k) Complete or partial removal of any cooling duct component. Removal of the fan and the fan housing is permitted. Any electric fan is permitted for cooling the engine or engine oil.
- l) Voltage regulator, generator, and/or generator stand may be removed.
- m) One or more batteries may be used.
- n) Any ignition system that utilizes a distributor for spark timing and distribution may be used. Distributor shall require no modification to the engine for installation. Internal distributor components and distributor cap may be substituted.
- o) Valve covers are unrestricted and may be bolted on.

3. Transaxle

- a) Aftermarket shift forks/shift rod/mounting parts and alterations required for their installation is permitted with the intent of facilitating reliable H-pattern shifting.
- b) This allowance does not include sequential shifting (push button or single axis lever movement) mechanisms or

electric/gas assist. Cable/hydraulic actuating mechanisms are allowed.

c) A device for locking-out reverse gear may be used.

d) A limited-slip differential (LSD) is permitted.

4. Bodywork

a) Bodywork to the rear of the main roll hoop may be removed.

5. Front Suspension

The front suspension shall be standard VW Type I sedan H-beam front suspension (i.e., link pin or ball joint) or an exact replica of one of them and dimensionally identical. Aluminum H beams are prohibited. The following modifications are permitted:

a) Lugs may be welded, brackets attached by welding or otherwise, and holes drilled in the H-beam to permit attachment of the beam to the chassis, and components wholly or partially to the beam. Brackets may be welded to the torsion arms for the sole purpose of actuating the shock(s) and/or external mounted anti-roll bar and shall perform no other functions.

b) Open springs. Torsion bars may be used in conjunction with coils or may be removed entirely. Coil-overs are permitted.

c) Removal of the shock towers above the upper H-beam tube centerline.

d) Relocation of the shock dampers is permitted. Shock dampers and their actuation are free.

e) The use of any anti-roll bar or bars, internal or external, mounting hardware, and trailing arm locating spacers. The anti-roll bar fitted as part of the standard suspension may be removed. Anti-roll bars may not be cockpit adjustable.

f) Replacement of torsion bar rubbers with spacers of another material.

g) Installation of any ride height adjuster(s) is allowed.

h) Removal of the drum brake backing plates is allowed.

i) In the link pin suspension, non-standard offset link pin bushings may be used in order to obtain desired negative camber. Clearancing of carrier or trailing arm to prevent binding is permitted. The rubber portion of the bump stop may be removed. Caster, camber, toe-in, and link pin inclination are free.

j) In the ball joint suspension, the camber/caster adjusting nut may be replaced with an aftermarket nut of different design. Caster, camber, and toe-in are free.

k) Any wheel bearings that fit the VW sedan spindles and brake drums or disk brake hubs without modification may be used.

l) Steering column may be altered or replaced. Steering wheel is free and may be detachable. Steering mechanism is free but tie rods must attach to the spindle using existing steering arm, a modified steering arm, or a suitable new or modified bracket welded to the spindle. Ball joints in the tie rods may be replaced with rod ends.

6. Wheels

a) Any wheels and tires are allowed. Resulting track changes are allowed. Studs may be substituted for wheel attachment bolts in the original location.

b) 4 or 5 lug wheel hubs may be used. Wheel mounting lug bolts may be replaced with studs.

7. Rear Suspension

a) The rear axle and tube assembly shall be standard VW Type I up to 1966, sedan swing axle (no outer pivot point for a half shaft) with axle location provided by a single locating arm on each axle. The rear axle tube may be rotated about its axis. The standard shock mounting and brake pipe brackets may be removed.

b) The rear axle bearing retainer flange mating surface may be machined or shims may be installed under the rear axle bearing for the sole purpose of adjusting bearing axial float.

c) Springs, shock dampers, their actuation, and camber compensating devices are free.

8. Braking System

a) Standard VW Type 1-3 brake components, disk or drum, may be used including any standard VW Type 1-3 original. Use of aftermarket hubs, disc or drum brake components in the front or rear of the vehicle, or any combination thereof is unrestricted as long as the units chosen are deemed safe.

b) Caliper housing material may be removed on the outer radius surface of the outer piston housing to clear the inside of the rotating wheel.

c) Any type lining or pad material may be used.

d) Adapter plates may be fitted to allow mounting of front or rear brake calipers.

e) Cross-drilling or grooving of rotors is permitted. Rotors made of a ferrous material shall be used on both the front and rear of the car.

f) Caliper mounting is free. Rotors must be of ferrous material. Hubs and hats may be made of ferrous material or aluminum.

The allowances above apply to front and rear brakes.

g) The car shall be equipped with a dual braking system operated by a single control. In case of a leak or failure at any point in the system, effective braking power shall be maintained on at least two wheels.

h) A separate hand brake is not required. Removal of the hand brake and operating mechanism is permitted.

i) Brake lines may be of any suitable material, including steel braided lines.

9. Weight

a) Minimum weight is 1000 lbs with driver.

Also add in Appendix A, Modified Class F, subsection A, a new subsection 9 (to retain the allowance which is no longer contained in the above restructure):

9. Electric radiator/engine cooling fan(s) may be installed.

Comment: The intent of this rewrite is to eliminate redundancies and to organize the rules so the reader can easily find things. Minor changes have been introduced to bring the original rule set, written over 15 years ago, and the updated rule set, introduced 5 years ago, into harmony.

- The engine rules are now contained in two categories: "Engine Choices" and "Engine Component Allowances". Valve sizes and carburetor choices, which are in two places in the current rules, are now found in a single location.
- Weight minimum is now in its own category. In the current rule set it is included in the definition of the category.
- All sub-categories have their own section.
- There was minor rewording of rules (particularly of the disc brake rule) to improve clarity. (The current rule--D.3.f.--refers to rear brakes. The proposed rule set clarifies the disc brake rule to include front and rear brake systems.)
- The current Solo Vee rules included an allowance for radiator fans for F500s (as well as Solo Vees). If this reorganized rule set is adopted, a radiator fan item will be added to the F500 section.

January 2012

ITEM 43) Relocate/modify sections pertaining to Solo Vees:

- Move subsection B from Modified Class F into Modified Class C.
- Move subsections C, D, and E from Modified Class F into Modified Class C.
- Remove the "Solo Vee" under subsection F, Modified Class F, and create a corresponding item under the Solo Vee rules as moved into Modified Class C.

Comment: This version of the proposal makes no changes to existing Solo Vee preparation allowances. The MAC

neither intends nor expects the competitive position of the FF platform to change with this move. This revised form of the proposal was provided to address concerns with the original which were expressed by the membership.

October 2012

Appendix B: CRB RECOMMENDED RULE CHANGES

If approved, these rule changes will become effective 1/1/2013, unless indicated otherwise. The letter number, Fastrack month, author, and title precedes each proposed rule.

GCR

1. #6027 – (June Fastrack – Terry Ozment) Posting of Results
Change GCR 5.10.1: 5.10.1. Chief of Timing and Scoring

The Chief of Timing and Scoring (Chief of T&S) is responsible for accurately timing and scoring the event, specifically:

- A. Recruiting, training, assigning, and supervising qualified personnel to time and score the event.
- B. Providing the Chief Steward and the SOM any times and results they request.
- C. Maintaining records of official times and lap charts for all competing cars.
- ~~D. Compiling and publishing the Official Results of all competitions; submitting copies of completed Official Results to the Race Chairman, to the SOM, the organizers, and the SCCA; and submitting complete Official Results (including qualifying) within 5 days to the Divisional Pointskeeper.~~
- D. Compiling and publishing the Official Results of all competitions. By the end of the weekend's on-track activities, results must be available for all competitors and officials. These may be Provisional Results, particularly if there are pending protests or actions. (See also 5.10.4.) Results will be submitted to the Race Chairman, the SOM, the organizers, the National or Regional/Series Pointskeeper, and the SCCA. Uploading each session to MyLaps is strongly encouraged. Complete Official Results for a National race must be submitted within 2 days of the end of the event; results for a Regional race must be submitted within 5 days of the event. Every effort should be made to have Official Results ready to distribute by the end of the weekend.*

Add to GCR 5.10.4: 5.10.4. Results

1. Provisional Results

A lap chart or a printout showing the order of finish and number of laps completed for each car shall be posted and titled as Provisional Results. The time of posting will be on the Provisional Results with the Chief of T&S's initials or signature, and a public address announcement will be made. *When there is a pending action for a particular race group, Provisional Results for that group may be distributed to officials and competitors in lieu of Official Results, with a notation printed stating the reason (i.e., pending outcome of action involving X class).*

2. Final Results

1. At the expiration of the protest period (30 minutes or the time stated in the Supplemental Regulations), Provisional Results may be considered final if Tech has cleared impound and the Chief Steward and/or SOM have no pending actions. The Final Results should be titled as Final or Official Results and shall include the following types of information: description of event, timing and scoring information, and driver information.

2. Official Results will be produced and distributed for a group with pending actions when the Chief Steward or Chairman SOM notifies the Chief of T&S that all actions and appeals are complete. The Chief Steward or Chairman SOM will inform the T&S Chief of any penalties when the group is declared final. The T&S Chief will distribute Final Results to the Race Chairman, the race organizers, the Chairman SOM, the SCCA, and the appropriate Pointskeeper.

Change GCR 3.7.2: 3.7.2. Results

The organizer is responsible to distribute results as follows:

- ~~A. Printed, photocopied, or electronic Official Race Results sent to the National Office within 5 days of the event.~~
- ~~B. For National races, 1 printed or photocopied or electronic copy of Official Qualifying Grids and Race Results sent to the appropriate Divisional Pointskeeper(s) within 5 days of the event.~~
- ~~C. P printed or photocopied Official Race Results available for each entrant at the event; or mailed at the organizer's expense or emailed (at the entrant's option) within 7 days of the event, 7 days of the notification of any protest decision affecting Results, or 7 days of a Court of Appeals decision, whichever is applicable and whichever comes first.~~

2. #6259 – (June Fastrack – Club Racing Board) Retention of compliant parts in a mechanical protest

Replace all of 8.3.3.F: F. Preserving Evidence

~~All recorded evidence such as technical data, inspectors' reports, or measurements must be forwarded to the Club Office along with the bond. The Chairman SOM must assure that the chain of evidence is not broken by receiving and holding any parts surrendered by their owner for safekeeping pending appeal. The Chairman SOM has the authority to impound parts.~~

All impounded parts must be uniquely and identifiably marked when they are removed from the car. The parts must remain under the direct control of a licensed Tech Inspector or Steward until they are returned to the competitor or delivered into the direct control of a courier service for insured and traced shipping to the National Office for inspection, after which the parts will either be retained or returned to the competitor.

With: F. Preserving Evidence

1. *Documentation – all recorded evidence, such as technical data, inspectors' reports, or measurements must be forwarded to the Club Office.*
2. *Impounded parts*
 - a. *The Chairman SOM is authorized to impound parts.*
 - b. *The Chairman SOM must assure that the chain of evidence is not broken.*
 - i. *All impounded parts must be uniquely and identifiably marked when they are removed from the car.*
 - ii. *All impounded parts must remain under the direct control of a licensed Tech Inspector or Steward until they are returned to the competitor or are delivered by a licensed Tech Inspector or Steward into the direct control of a courier service for insured and traced shipping for third-party inspection.*
 - c. *At an event, components may be returned to the protestee under the following conditions without either party losing the right to appeal.*
 - i. *Both parties must agree in writing to the following:*
 1. *The official measuring the part(s) is qualified.*
 2. *The proper tool(s) was (were) properly used to take the measurement(s).*
 3. *The measurements as documented are not contested.*
 4. *The three items above are not subject to appeal.*
 - ii. *Parts found non-compliant*
 1. *Will be marked as such.*
 2. *Will be retained by the SCCA.*
 3. *May be the subject of appeal.*

3. #7532 – (June Fastrack -- Janet Farwell) Correction to Appendix C. Licensing Minors GCR 1.4.B.1

The National staff requested this modification to Appendix C Licensing Minors GCR - 1.4.B.1., as follows: Change Appendix C, 1.4.B.1.: 1. A completed Parental Consent, Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement. This document must be filed annually *every two years* until the Minor achieves the age of majority in his state.

4. #7640 – (June Fastrack – SCCA Staff) Add Language that will allow delegating of signing off on logbook

Change GCR 5.9.2.B: B. Minimum Event Safety Inspection/*Logbook*-Tech Sticker

Following the Annual Technical Inspection, minimum inspection for each event requires reviewing of the current Vehicle Logbook *and signing off the logbook page for the event*. If it is in order, a Tech sticker is issued. *The Chief of Tech may delegate signing the logbook page and issuing the Tech sticker to any worker holding a current Regional Tech license or above*. The driver's safety equipment does not need to be re-inspected.

5. #7801—(July Fastrack – 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*.

1. #7814 – (September Fastrack – Terry Ozment) Insurance Waiver for Alternate Driving Schools

Thank you for your letter. In Appendix C, add new item 2.7.E.5.d: *The driving instructor for the alternate school may witness participating student(s) sign the SCCA insurance waiver for that event*. Then change subsequent items in 2.7.E.5 from d., e., f., to: *e., f., and g*.

2. #7829 – (September Fastrack – Richard Templeton) Split Start

Thank you for your letter. Here is the recommended language which is intended to deal with the situation when a car in one segment of a split start cannot leave the grid when his segment is released but can begin before the next segment is released. This would enable that car to start at the back of his segment rather than having to wait until the end of the field.

In 6.5.2.D.6 add: *A driver in one segment who is unable to leave the grid when directed but is able to get underway before the first car in the next segment is released, may join the back of his segment at the direction of the Grid official. Otherwise, he relinquishes his grid position and will be held until the end of the last segment. For the purpose of 6.4. and 6.5.1., the field is defined as all segments*.

1. #7812 – (October Fastrack – Terry Ozment) Change in 15-year old Licensing

Change Appendix C, 2.6.B, D and E:

2.6 15 Year Old Novice Permits *and Licensing*

B. A 15 Year-Old Novice Permit will be issued in the form of a Novice Permit with a distinctive cover. It must be used for all driver school and regional race events until the driver reaches the age of 16. If the requirements for a *Regional or* National license are satisfied before the permit holder turns 16, the 15 Year-Old Novice Permit shall be returned to the Club Racing Office, with the appropriate license fee, to be replaced by a *Regional or* National license. If the requirements for a Regional license are not fulfilled by the time the driver reaches the age of 16, the 15 Year-Old Novice Permit shall be returned to the Club Racing Office to be replaced by a Novice Permit. Any successfully completed Driver Schools and races will be transferred to the Novice Permit.

D. At every driver school and every race *before the permit holder is licensed*, ~~the permit must be presented~~ *he must present the Novice Permit* to the Chief Steward before participating in any on-track session. The Chief Steward will complete the appropriate permit page at the end of the event.

E. At any event before the permit holder is licensed (school or race), the Chief Steward may recommend revocation of the permit.

2. #8702—(October Fastrack – Terry Ozment) Review of Annual Tech Timelines

Thank you for your suggestion. Delete from 5.9.2.C: C. Re-inspection

~~e. The Vehicle Logbook indicates no competition for 3 months or more during the current year;~~

3. #9046 – (October Fastrack – SCCA Staff) Require Minimum Windshield Thickness in GCR Section 9

Change GCR section 9.3.55 as follows: 9.3.55 *WINDSHIELDS*/WINDSHIELD CLIPS/REAR WINDOW STRAPS

Add a new first sentence as follows: *Polycarbonate windshields such as Lexan are allowed except in Improved Touring, Super Touring, American Sedan, Showroom Stock, B-Spec, Spec Miata, and Touring. Alternate windshields must be of 6mm minimum thickness.*

4. #8972 – (November Fastrack – Allen Davis) FIA Homologated Racing Seats

Thank you for your letter. Change GCR 9.3.41:

9.3.41. SEATS

The driver's seat shall be a one-piece bucket-type seat and shall be securely mounted. The back of the seat shall be firmly attached to the main roll hoop, or its cross bracing, so as to provide aft and lateral support. Seats *that have been* homologated and mounted in accordance with FIA standard 8855-1999, or *seats that have been certified to* FIA Standard 8862-2009 or higher need not have the seat back attached to the roll structure. Seats with a back not attached to the main roll hoop or its cross bracing may be mounted on runners only if they were part of the FIA homologated seats assembly specified in an FIA homologated race car. The homologation labels must be visible. Seat supports shall be of the type listed on FIA technical list No.12 or No. 40 (lateral, bottom, etc). Passenger seat back—if a folding seat, it shall be securely bolted or strapped in place.

FORMULA/SPORTS RACING: FF/FC

1. #5636 – (September Fastrack – Formula/Sports Racer Advisory Committee) FF/FC Rules Re-write and Combination

The FSRAC submits the rule set found at: <http://www.scca.com/clubracing/content.cfm?cid=44472> as a proposed rule set for FF/FC in 2013. The CRB is actively seeking feedback on this proposed rule set. Please send all feedback through the CRB letter system at crbscca.com.

FA

1. #9030 – (October Fastrack – David Arken) FA Engine Table

The CRB recommends the following changes to the FA engine table based on member input the committee has received. Although the new engine table restricts the class to specific engines, the intent is not to eliminate any current engines in FA. Furthermore, the CRB recognizes the desire by some drivers to develop new engines for the class, and the CRB will consider all proposals for specific engine combinations that are submitted to the CRB on a case by case basis. The proposals shall include a proposed SIR and weight combination along with any data supporting potential horsepower and torque numbers for the specific engine.

Change 9.1.1.A.2.a.: a. Engines shall be derived from automobiles and may be prepared for competition in accordance with SCCA GT preparation rules, except as specified in the Table below. *OEM blocks and heads must be used except when noted in the FA Engine Tables.*

Change 9.1.1.A.2.b.19: 19. The compression ratio may be increased by machining, using any head gasket(s), or eliminating of head gasket(s), *unless otherwise noted in the FA Engine Table at <http://www.scca.com/clubracing/content.cfm?cid=44472>.*

S2

1. #8799 – (October Fastrack – Tony Sleath) Mazda Engine Rules Updates

Thank you for your letter. The CRB agrees that, since this class is part of the SR reorganization for 2014, these changes can be made for 2013. Change 9.1.9.B:

6. Engine (Mazda MZR)

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. *Any rod bolts may be used.*

e. Flywheel: The minimum weight is 5 pounds. Any *one piece flywheel may be used.* 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. *Flywheel bolts are free.*

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. *Exhaust system and manifold are unrestricted, within SCCA safety regulations.* 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.

GRAND TOURING: GT

1. #9327 – (November Fastrack – GT Committee) Engine Location Definition

In 9.1.2.F.4.e.13 add: 13. Engine and transmission mounts may be of alternate shape and/or material. Cars with engines mounted longitudinal to the chassis MAY relocate the engine in a longitudinal, not lateral, direction within the following restrictions: (Note: A tolerance of up to a 1.0 inch setback is allowed if the engine is relocated.) *OEM body-engine combinations run in their stock locations is allowed. Stock engine location is defined such that the forward-most spark plug is within 1.0 inch of the stock location compared to the front axle centerline.*

GT1

1. #7828 – (August Fastrack – Charles Wicht) Add 2" to the ACP Corvette front splitter.

Thank you for your request. In 9.1.2.E.1.c, add:** The front undertray and rear fascia and diffuser included in the ACP kit must be replaced with bodywork compliant with the GT1 rules.

****ACP C-6 Corvette bodywork only may add 2.0" to splitter length.*

Lumina (1990-) 106.0"

Monte Carlo (95-00) 103.0"/106.0"

Monte Carlo (01-02) 103.0"/110.0"

Monza 97.0"

2. #8176 – (August Fastrack – Cliff Ebben) Front Splitter

Thank you for your request. In 9.1.2.E.1.c, add:

MUSTANG (1999-2004) 100.5"

MUSTANG (bodywork) (05-10) 106.0/110.0"

** ACP (2010) MUSTANG bodywork only may add 2.0" to the front splitter length.*

3. #8716 – (October Fastrack – Bill Rozmajzl) Allow aluminum V6 engine blocks.

Thank you for your request. Change 9.1.2.D.1.e.3: V-6 and V-8 General Motors engines are permitted: Buick, Chevrolet, Oldsmobile, Pontiac, *aluminum V-6 GM bow tie block*, Brodix, Brownfield, Dart, Edlebrock, Pro Action 14-degree, or Airflow Research 210, 215, 220, and 227 cylinder heads of cast iron or aluminum. All Pro cylinder head, part # 270-LM-13 is permitted. Any cylinder head(s) utilized shall be of a conventional design (siamesed intake ports, two (2) valves per cylinder, all valves inline), direct replacement type. General Motors SB-2 cylinder heads are permitted.

GTL

1. #8749 – (October Fastrack – GT Committee) GTAC-GTLite Rule Change Proposal

The CRB recommends the following changes to the GTL Mini Cooper to improve the straight line speed performance. Add to the Notes on the GTL Cars - BLMI, Mini Cooper: *Full flat bottom floors are permitted. Rear valance panel may be removed or modified. Rain gutters may be modified.*

The CRB recommends the following in an effort to provide additional flexibility for participants running SIR engines: Add 9.1.2.F.4.k:

k. GTLite Rules Concerning Alternate Weights and SIRs

1. Allow currently restricted 2V and 3V engines <1400ccs to run unrestricted at a 100 lb weight penalty.

2. Allow all 2V and 3V restricted engines less than 1600ccs to run 1mm larger SIR as an option at a 125 lb weight

penalty.

3. Allow all 4V restricted engines less than 1600ccs to run 1mm larger SIR as an option at a 175 lb weight penalty.
4. Competitors running the alternate SIR must display "+1mm" on the side of their car next to their new weight.
5. Competitors running the unrestricted option must display "UNR" on the side of their car next to their new weight.
6. Limit compression ratio to 15:1 for SIR restricted engines effective 1/1/2014.

2. #8971 – (November Fastrack – Jim Zirkel) Allow Cross Flow Heads

Thank you for your letter. Insert spec line below into GTL CARS - BLMI, Engines - BMC thru Rover Group, between lines 6 and 7.

Engine Family	Engine Type	Bore x Stroke (mm)	Disp (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
	OHV	2.78 x 3.20 (70.6 x 81.33) alt. bore: 73.5 max. or 74.0 max.	1275 1380 1399	Aluminum Crossflow	2	Unrestricted 24.5mm SIR 24.5mm SIR Unrestricted 24.5mm SIR 24.5mm SIR	1275@1650 1380@1850 1399@1889 Sprite/Midget 1275@1810 1380@2010 1399@2050	See all notes above. Pierce 7 port alum. crossflow cylinder head part #99003.849 is allowed. Mini Spares 8 port alum. Crossflow cylinder head part #C-AHT346 is allowed.

IMPROVED TOURING: IT

1. #4220 – (June Fastrack – Tom Lamb) Evaporative Emissions Rules for Improved Touring

Thank you for your letter. Add new section: 9.1.3.D.1.b.1.: *1. Fuel system evaporative emissions systems may be removed or replaced. Use or addition of rollover spill protection (i.e. check valve) is required.*

2. #4407 – (June Fastrack – Chris Schaafsma) Allow removal of non-functional wiring

Change 9.1.3.D.10: 10.1. Safety (note that sections, a, b, c, d, should follow with the new Safety location). Insert: 9.1.3.D.10 *10. Electrical; 9.1.3.D.10.a: a. Wiring specific to any component permitted to be removed, or disabled, may be removed. Required wiring rendered redundant by allowed modifications (i.e. engine management harness) must remain.*

ITA

1. #9410 (November Fastrack – SCCA Staff) Re-Classify the Honda CRX 1.5L (Standard) (88-91) to ITB

Reclassify the ITA Honda CRX 1.5L (standard) (88-91) to ITB as classified in ITA with the following exceptions:

Weight: ~~2000~~ **2110**

Gear Ratios: ~~3.25, 1.65, 1.03, 0.82~~ or **3.25, 1.89, 1.26, 0.94, 0.77**

SUPER TOURING: ST

1. #7824 – (June Fastrack – Marc Hoover) Vortex Generators

Thank you for your letter. Change 9.1.4.D.2.b as follows: b. Factory wings, and spoilers, *and roof vortex generators* are permitted, but must be removed if an approved aftermarket wing is installed.

2. #9412 – (November Fastrack – ST Committee) Change Weight/CC Chart in STU, STL

Change Weights and Engine Allowances in GCR/STCS (STL) 9.1.4.3.I:

Weights and Engine Allowances

Minimum weights for cars with normally aspirated piston engines will be determined by 1.35 lbs/cc displacement for the installed engine (see following table). Displacement is the factory displacement for the installed engine. *For the purpose of weight assignment, engine displacement will be rounded to the nearest 50cc (e.g., 2176cc = 2200cc and 2175cc = 2150cc).*

Factory Displacement (cc's)	Engine in lbs	Minimum Weight
1300		1755
1350		1823
1400		1890
1450		1958
1500		2025
1550		2093
1600		2160
1650		2228
1700		2295

1750	2363
1800	2430
1850	2498
1900	2565
1950	2633
2000	2700

Change Weights and Engine Allowances in GCR/STCS (STU) 9.1.4.2.I:

Weights and Engine Allowances

Minimum weights for cars with normally aspirated piston engines will be determined by 1.1 lbs/cc displacement for the installed engine (see following table). Displacement is the factory displacement for the installed engine. **For the purpose of weight assignment, engine displacement will be rounded to the nearest 50cc (e.g., 2176cc = 2200cc and 2175cc = 2150cc).**

Factory Displacement (cc's)	Engine Displacement (cc's)	Minimum Weight Lbs
1600		1760
1650		1815
1700		1870
1750		1925
1800		1980
1850		2035
1900		2090
1950		2145
2000		2200
2250		2475
2300		2530
2350		2585
2400		2640
2450		2695
2500		2750
2550		2805
2600		2860
2650		2915
2700		2970
2750		3025
2800		3080
2850		3135
2900		3190
2950		3245
3000		3300
3050		3355
3100		3410
3150		3465
3200		3520

STU

1. #8975 – (September Fastrack – Club Racing Board) Adjust Lotus in STU (REC Portion of 8740) In Table A. Alternate Vehicle Allowances, STU, for Lotus Elise SC1 Lotus Exige SC, change Notes: ~~Open pulley and injectors; OEM camshaft lift at 2400 lbs. Stock SC pulley, and injectors permitted at 2200 lbs.~~ **Minimum Supercharger pulley of 2.7" diameter is allowed.**

2. #9413 – (November Fastrack – ST Committee) Change Lotus STU Spec Line Correct letter#8975 (September 2012 Fastrack): In Table A. Alternate Vehicle Allowances, STU, for Lotus SC1/Lotus Exige SC, change Notes: ~~Open pulley and injectors; OEM camshaft lift at 2400 lbs. Stock SC pulley, and injectors permitted at 2200 lbs.~~ **Minimum Supercharger 2.7" pulley of 2.7" diameter is allowed, open injectors; OEM camshaft at 2400 lbs. Stock SC pulley and injectors permitted at 2200lbs.**

STL

1. #8756 – (September Fastrack – ST Committee) Disallow Compression Over 11:1 in STL (TB part is 8990)

~~Change 9.1.4.3.D.5: 5. Compression ratio is limited to 11.0:1. If an STL-eligible car has an~~

~~OEM compression ratio higher than 11.0:1 the vehicle may retain~~

~~the OEM compression ratio.~~

2. #7717 – (November Fastrack – Corey Roun) Front Splitter

Thank you for your letter. Change the following in the GCR/STCS:

Delete 9.1.4.1.B.1 (STO splitter) entirely.

Delete 9.1.4.2.B.1 (STU splitter) entirely

Delete 9.1.4.3.B.1 (STL splitter) entirely.

Replace 9.1.4.D (STCS general section, Aerodynamic Devices) with the following:

D. Aerodynamic Devices

1. Front Air dam

- a. A front spoiler/air dam may be added. It shall not protrude beyond the overall outline of the body when viewed from above perpendicular to the ground, or aft of the forward most part of the front fender opening.
- b. The spoiler/air dam shall be mounted to the body, and may extend no higher than four (4) inches above the horizontal centerline of the front wheel hubs. The air dam shall have no support or reinforcement extending aft of the forward most part of the front fender wheel opening.
- c. The minimum ride height of the air dam is 3.0 inches.
- d. Openings are permitted for the purposes of ducting air to the brakes, cooler(s), and radiator(s).

2. Undertray

- a. An undertray may be added. The undertray may close out the underbody from the leading edge of the approved bodywork (including air dam) back to the centerline of the front axle.
- b. The minimum ride height of the undertray is 3.0 inches.

3. Splitter

a. *Definition: A horizontal, single-plane aerodynamic device attached to the lower front of the vehicle, protruding forward. It is intended to divert air and produce downforce through vertical pressure differential. A splitter shall have no vertical deviations.*

b. *A front splitter may be added. A maximum of 4 rods or cables may be used to support the front and/or sides of the splitter. No other material(s) may be used external to the body to support the splitter.*

c. *The front splitter must not extend more than 2.0 inches past*

the original or approved bodywork as viewed from above for

the entire profile of the splitter.

d. *No part of the splitter shall extend laterally any further than the widest point of the outside sidewall of the front tires with the wheels pointed straight ahead.*

e. *The splitter may have vertical deviations, fences, etc., only if*

they are part of the production bodywork for street use.

f. *The minimum ride height of the front splitter is 3.0 inches.*

Re-number "9.1.4.D.2. Rear Wing" to "9.1.4.D.4. Rear Wing" and retain verbiage as is.

PRODUCTION: HP

1. #8531 – (August Fastrack – Prod Committee) Competition Adjustment for 1.8 L 914
Thank you for your request. Increase valve lift to .450 for the 1.8 L Porsche 914.

AMERICAN SEDAN

1. #8415 – (July Fastrack – 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 – (July Fastrack – 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.

3. #8319 – (August Fastrack – John Blanchard) 1993-1997 Alternate Camshaft Kit

Add to Proposed Rule Specification lines located at: <http://scca.cdn.racersites.com/prod/assets/Proposed2013ASSpecLines.pdf> in the Notes section for Chevrolet/Pontiac Camaro and Firebird (93-97) Restricted Preparation: GM Performance Parts camshaft Kit P/N-12480002 is permitted.

4. #8955 – (October Fastrack – Ted Warning) Proposed 2013 American Sedan Rules Feedback

Thank you for your request. In 9.3.55, change: 9.3.55. WINDSHIELD CLIPS/REAR WINDOW STRAPS

Windshield safety clips and rear window safety straps shall be installed on all closed cars (except *American Sedan*, Showroom Stock, Spec Miata, Touring, Improved Touring, and Super Touring).

This will remove the requirement for window clips and straps for all American Sedan cars, as the CRB believes they are not

effective for American Sedan. Should this rule be approved by the Board of Directors, the proposed ruleset for American Sedan for 2013 will be adjusted to remove the reference.

SHOWROOM STOCK, SPEC MIATA, TOURING: None

GCR Recommended Rule Changes (4) for 2013 (in November Fastrack Minutes but not in Briefing Book)

ITEM 1

#9304 (Greg Amy) Change to Turbo Inlet Restrictor Definition

In Appendix F. Technical Glossary, change the definition of Turbo Inlet Restrictor (TIR):

Turbo Inlet Restrictor - A system to limit engine performance that meets these criteria. The inlet restrictor shall have a single, circular opening through which all inlet air passes. The **maximum ID of the restrictor** is listed on the vehicle's spec line. The restrictor's maximum ID must be maintained for at least 3 mm. **This 3 mm restrictor segment shall be placed within 50 mm of the rotating section (impeller assembly) of the pressurizing unit.** *On engines where the approved turbo prohibits meeting this distance, different locations may be approved by the CRB on a case by case basis. If an alternative location is approved, the entire restrictor assembly shall have a maximum length of 50 mm.* There shall be no other provisions for airflow to the turbocharger other than through this single orifice.

ITEM 2

#9517 (Club Racing Board) Approve STL as National Class for 2013

The CRB requests approval for STL to be a National Class for 2013.

ITEM 3

#9525 (Club Racing Board) Approve B-Spec as National Class for 2013

The CRB requests approval for B-Spec to be a National Class for 2013.

ITEM 4

#9524 (Club Racing Board) October 2012 Changes to Proposed AS Rules and Spec Lines

The below changes have been made (final set for the updated AS Rules and Spec Lines) at:

<http://scca.cdn.racersites.com/prod/assets/Proposed2013ASSpecLines>

Change Specification line for Chevrolet/Pontiac Camaro and Firebird (93-97) Restricted Prep.

Chevrolet/ Pontiac Camaro & Firebird (93-97) Restricted Prep.	101.1	2.97, 2.07, 1.43, 1.00, 0.80, 0.62 or 3.36, 2.07, 1.35, 1.00, .80, .62	12.2 x 1.27 Disc	3200	A .060 in. thick SIR may be added to maintain performance parity within the class. Max. Wheel Size: 16 x 8-17 x9. Stock brakes must be retained when using authorized wheels larger than 16 x 8. Installation of ASedan specification brakes requires the use of 16 x 8 wheels. GM Performance Parts camshaft Kit P/N-12480002 is permitted.
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Change Specification line for Ford Mustang Coupe GT (05-09) Restricted Prep.

Ford Mustang Coupe GT 4.6L (05-09) Restricted Prep.	107.1	3.38, 2.00, 1.32, 1.00, 0.68	(F) 335 X 31 6 / 3 5 5 Vented Disc (R) 300 Vented Disc	3250	A .060 in. thick SIR may be added to maintain performance parity within the class. Max. Wheel Size: 17 x 9-18 X 9.5. Stock brakes or alternate Ford 14" Brembo Brake (Ford Racing Kit #M-2300-S) must be retained when using authorized wheels larger than 16 x 8. Installation of ASedan specification brakes requires the use of 16 x 8 wheels. Cold Air Intake, Ford Racing Part M-9603-M463 is permitted. Replacement exhaust manifolds, or "headers," may be used. Cylinder head mounting flange(s) shall be no thicker than 0.375 inch, and tubing diameter shall be no greater than 1.625 inch O.D., measured at any tube location one (1) inch from the flange to the collector.
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Classify Chevrolet Camaro SS (V8) (10-13) Restricted Prep. And Ford Mustang Coupe GT 5.0L (11-13) Restricted Prep.

Chevrolet Camaro SS (V8) (10-13) Restricted Prep.	112.3	3.01, 2.07, 1.43, 1.0, .84, .57	(F) 355 mm X 32.1mm Vented Disc (R) 300 mm X 19.2 Vented Disc	275 Tire: 3700 295 Tire: 3750	Max wheel size 20 X 10. Stock brakes must be retained when using authorized wheels larger than 16 X 8. Installation of ASedan specification brakes requires the use of 16 X 8 wheels. A single inlet restrictor 50 mm (max) X .60" +/- .005" is required, and must be placed in the front of the factory throttle body manifold opening. The plate must seal the opening so that all air entering passes through the restrictor.
Ford Mustang Coupe GT 5.0L (11-13) Restricted Prep.	107.1	3.66, 2.43, 1.69, 1.32, 1.00, 0.65	(F) 335/355 Vented Disc (R) 300 Vented Disc	275 Tire: 3600 295 Tire: 3650	Max. Wheel Size: 18 x 10. Stock brakes or alternate Ford 14" Brembo Brake (Ford Racing Kit #M-2300-S) must be retained when using authorized wheels larger than 16 x 8. Installation of ASedan specification brakes requires the use of 16 x 8 wheels. 50 mm flat plate restrictor required.

Make the following changes at: <http://scca.cdn.racersites.com/prod/assets/Proposed2013ASRules.pdf>

9.1.6.D.3.b: Restricted preparation cars only:

4. OEM driveshafts must be utilized. *OEM driveshafts may be replaced with any one piece driveshaft of steel or aluminum construction.*
5. OEM or factory equivalent u-joints must be utilized.
6. Balancing of the driveshaft is permitted. Removal of material solely for the purpose of balancing is permitted.
- 7.5. Driveshaft loops are permitted/recommended.

9.1.6.D.7.d.5:

5. *Steel, aluminum, or fiberglass hoods including cowl hoods up to 3" may be used. may include a sealed protrusion above the hood's external profile not to exceed 3 inches in height.* Otherwise the external profile of the hood shall remain stock.

Appendix C: 2013 Proposed Touring and B-Spec Rules

The current classes, STO, T1, T2, T3, SSB, SSC and B-Spec, have been reworked for the 2013 season. These seven classes will become five: T1, T2, T3, T4 and B-Spec. The CRB knows that there will be people racing in January and that the final rule sets are coming together rather late in the season. Due to the input from the T1 community, the tent meetings and multiple face-to-face meetings between these racers and the members of the CRB and the Touring Advisory Committee, we have revised the proposed T1 rules and now have a solid proposal for 2013. T2, T3 and T4 are essentially as published in the May Fastrack and approved, in principal, by the Board of Directors in June (published in the July Fastrack). B-Spec has been broken out of the T4 class and will race under the current rules, with some slight adjustments.

Touring 1 – All current T1 cars will be able to race in the new T1 without modification. They will be allowed to make additional modifications for 2013, but those modifications are not required. T1 will run basically under the current STO rules, with different weights and restrictors designed to slow the current STO cars to T1 speed. These weights and restrictors are based on data and computer modeling, and will be modified as the season progresses. Current STO cars will be allowed to either add restrictors and weight, or move to appropriate GT classes. The GT Advisory Committee is ready to class and welcome those cars in competitive trim.

Current T1 cars will also have the option of accepting restrictors and/or weight and other modifications (such as the removal of headers) to race in the new Touring 2 class.

A. Bodywork

1. OEM non-metallic composite body panels (i.e., plastic fascias, fiberglass hoods, etc.) may be replaced with panels of any type composite, provided that the panel maintains the OEM profiles. All cars may replace the hood, hatch, and/or trunk/deck lid with nonmetallic composite parts. The hood may have heat exhaust vents installed in it. Hood inlets (scoops) are not allowed. The vents shall not expose the mechanical components of the car when looking down from above. The permitted transmission and differential coolers may vent through rear license plate frame. There shall be a screen, painted the same color as the surrounding bodywork, covering the vent opening. Any OEM non-functional, decorative vents/ducts may be made to be functional provided the exterior body appearance is not modified.
2. Standard body appearance must be strictly maintained. Standard body appearance includes the OEM grille and badge. A photographic replica is not sufficient.
3. Body and frame seams and joints may be welded. The OEM radiator supports may be replaced or reinforced to make repairs easier. The radiator supports shall not reinforce the rest of the chassis or diminish the OEM crush zones.
4. Bumper brackets may be modified, but bumpers must remain in OEM locations.
5. Non-essential body items and trim may be removed including attaching brackets and supporting structure. Any holes in bodywork exposed by the removal of these items shall be covered or filled.
6. All of the vehicle's doors must be able to be opened from both inside and outside the vehicle. Latches and hinges for the doors may be modified, but must remain in working order. Aftermarket latches and hinges may be used but shall not protrude beyond outer surface of bodywork. The stock side impact beams may be removed when NASCAR style door bars are installed.
7. Hood and trunk pins, clips, or positive action external latches are permitted. Stock hood and trunk latches and hinges may be disabled or removed; if so, a positive action external fastening method shall be used. Engine compartment insulation may be removed.
8. Openings in the bodywork may be temporarily covered, wholly or partially, with tape for the purpose of regulating airflow. Bodywork openings may be closed off using close-out panels mounted behind body openings. Bodywork seams may not be taped except to temporarily secure it after contact.
9. All bodywork and windows shall be sufficiently rigid, adequately supported and properly secured such that it does not noticeably flutter, move, or deform while vehicle is in motion.
10. Aftermarket OEM style hardtops are allowed. Aftermarket carbon fiber hardtops are not allowed.
11. Fenders and wheel openings shall remain unmodified. It is permitted to roll under or flatten any interior lip on the wheel opening for tire clearance. Cars with plastic/composite fenders may remove any interior wheel opening lip, but the resulting material edge shall be no thinner than the basic fender material thickness. Non-metallic inner fender liners may be removed.

B. Aerodynamic Devices

1. Front Splitter
 - a. A front splitter that is a flat, single-plane may be added. The splitter shall have no vertical deviations. The permitted splitter may close out the underbody from the leading edge of the approved bodywork, back to the centerline of the front axle. The splitter may be mounted to the front fascia via a vertical intermediate mounting surface. If the vertical mounting surface overlaps the front fascia, it may not overlap more than 2.0 inches. Additionally, a maximum of 4 rods, or cables, may be used to support the front, and/or sides, of the splitter. No other material(s) may be used external to the body to support the splitter. A single-plane vertical close-out panel(s) may be used to bridge the gap between the front fascia and the splitter. Splitter designs may incorporate openings for brake ducts provided it does not affect the standard body appearance.

- b. The minimum ride height of front splitters and air dams is 3.0 inches.
- c. The front splitter must not extend more than 2.0 inches past the original or approved bodywork as viewed from above for the entire profile of the splitter.
- d. The splitter shall not extend laterally any further than the widest point of the outside sidewall of the front tires with the wheels pointed straight ahead. The splitter may not extend more than 2.0 inches beyond the bodywork, regardless of where the outside edges of the front tires are.
- e. The splitter may have vertical deviations, fences, etc., only if they are part of the production bodywork for street use.
- f. Cars with non-OEM front splitter shall increase the required minimum weight by 75 lbs.

2. Rear Wing

- a. The wing shall be mounted to the trunk/deck lid with 2 mounting brackets. Each mounting bracket shall attach to the wing at a point that is at least 2.0 inches inboard of endplates. The wing, and the portion of the mounting brackets located externally to the trunk/deck lid, may only be reinforced by a diagonal strut having no aerodynamic effect, and/or by affixing the external parts of the brackets to internal parts of the brackets within the trunk/cargo area. The internal parts of the brackets may protrude through the trunk/deck lid to allow the two parts of each bracket to be fastened together.
 - b. Factory wings and spoilers are permitted, but must be removed if an approved wing is installed.
 - c. Wings shall be a single element with a maximum chord length of 12.00 inches, including any wicker.
 - d. The entire wing assembly may be no wider than the widest part of the car, not including fender flares/lips and mirrors, or a maximum width of 72.0 inches, whichever is the lesser.
 - e. The entire rear wing assembly, including the end plates and any wicker, shall be mounted level with, or below, the peak of the roof.
 - f. The trailing edge of the rear wing may be mounted no further rearward than the center of the rearmost part of the approved bodywork.
 - g. Wing end plates must not exceed 144.0 square inches.
 - h. APR performance wing GTC-500 part #AS-1070xx, variable cord length 12.75" Inner/9" Outer), is permitted.
 - i. Cars with non-OEM rear wing shall increase the required minimum weight by 75 lbs.
3. A close-out panel may be mounted behind the grille.
 4. OEM side skirts may be used if they were available on the car from the dealer provided they meet the minimum ride height rule.
 5. Aftermarket side skirts may be used provided they meet the minimum ride height rule, have no openings/ducts in them other than for jacking insert(s), are no wider than the approved fascias, do not extend any higher than the bottom of the door and do not reinforce the chassis.
 6. Canards or dive planes are not permitted unless part of the OEM bodywork

C. Interior

1. The following items may be removed: tool kit, spare tire, supplemental restraint systems (SRS) and passive restraint systems.
2. The following items may also be removed:
Headliner, sun visor, carpeting, carpet pad and/or insulation, soundproofing, OEM seats, all trim except the dashboard, heating and air conditioning systems, window winding mechanisms, central locking systems, audio system, and any other systems fitted to the original car solely for the comfort of the driver and/or passengers.
3. The following items may be installed:
Safety equipment/structures, seat, controls necessary for driving, instrumentation, electronic equipment, radio, camera, battery, driver cooling system, driver ventilation system, replacement door panels/interior trim, anti-sway bar controls (not within reach of driver). None of the above items may hinder driver exit from the car.
5. The driver's seat shall be located in the same lateral location as the OEM seat, unless otherwise allowed on a car's spec line. The transmission tunnel may be modified for the purpose of installing a competition driver seat. The floor pan must remain in its original position. The floor pan must remain in its original position. The driver's seat shall be located longitudinally.
6. Stock dash/instrument panel cover (dash pad) must be used. Original instruments/gauges may be replaced, or supplemented, with additional engine monitoring gauges. Accessories, lights and switches may be added or removed. Box-type extensions from the dash pad may be used to mount switches and controls, in the areas where the OEM insert panels were mounted, so that they more easily accessible to the driver. Audio and video systems may be removed.
7. Vertical bulkheads, and enclosures, within the cockpit shall not be any higher than the bottom of the side windows, and shall not extend more than 18.0 inches above the floor pan. No bulkheads shall cover the rear foot wells.
 - a. Sedan Body (4-door) and Hatchback Body (3-door) - Any bulkheads positioned in front of the plane determined by the OEM rear seat back shall not extend laterally from one side of the chassis to the other, but rather shall only be large enough to cover the individual components necessary.
 - b. Coupe Body (2-door) - Any bulkheads positioned in front of the plane determined by the OEM rear seat back, if

applicable, may extend laterally from one side of the chassis to the other.

8. Dash pad modification – It is permitted to modify the dash pad in order to run the roll cage tubes through the dash area as long as the dash pad is modified only enough for roll cage fitment. If necessary, the dash pad may be parted to ease installation around roll cage. Any such parting shall be done in such a way as to minimize the appearance that they have been separated once pieces of dash pad are installed.

D. Chassis

1. All cars shall have the OEM rear package shelf and/or rear seat back support structure installed if applicable. As an alternative, a metallic close out panel may be installed that simulates the rear package shelf and/or the rear seat back support structure if applicable. If a close out panel is used to clean up the appearance of the rear package shelf and/or rear material is free.
2. Cables, wiring and fluid lines in the engine compartment and cabin interior may be replaced, rerouted, and/or protected.
3. Cars that have drive shafts shall have 2 steel, 360-degree loops of sufficient strength located as close as possible to the front and rear universal joints to prevent the driveshaft from dropping in case of failure of either universal joint. Floor materials, torque tubes and cross members may also be utilized to provide this protection.
4. It is permitted to attach one or more plates, or pads, under the car to provide for jacking of the car, provided they serve no other purpose. It is prohibited to install any kind of device, which protrudes from the rocker panel or side of the car. However, tubes may be attached to the roll cage or chassis and extend to the inner surface of the rocker panel or bodywork to act as a receptacle for a jacking fixture. Air jacks are permitted, but no air source may be carried on board.
5. Ride height will be measured at the lowest point of the rocker panel, not including the pinch weld. Minimum ride height is 3.5 inches.
6. The OEM firewall between the cockpit and engine compartment shall be intact to prevent the passage of flames from the engine compartment to the cockpit. Any holes in the firewall must be of the minimum size for the passage of controls and wires, and must be completely sealed.
7. Both front windows, driver and passenger, shall be down (preferably removed) whenever the vehicle is on track. The OEM window opening on the front doors shall not be filled in with any material, other than the material required to mount a NACA-duct for driver cooling. If used, the NACA-duct shall be mounted in the front, lower, corner of the window opening. The area closed off to mount the NACA-duct shall not exceed 50 square-inches. In rain conditions, a quarter window larger than 50 square-inches may be used in the area normally used to mount the permitted NACA-duct, in an attempt to minimize the amount of water entering the cockpit. Enough open area for the driver to exit in an emergency shall remain open at all times.
8. All vehicles must use a stock, OEM equivalent, safety glass windshield, or 6 mm minimum thickness Lexan replacement, mounted in the stock location, at the stock angle and maintaining the stock profile.
9. Windshield clips, per GCR section 9.3 Windshield Clips/Rear Window Straps, are permitted and recommended.
10. Side windows, not including the front door windows, and rear windows may be replaced by clear Lexan-type plastic material having a minimum thickness of 0.125 inch, but must retain the same shape, size, and location as the original glass. NACA-ducts may be mounted in the side windows. The rear window must be secured by 2 additional straps 1.0 inch wide by 0.0625 inch thick minimum, bolted or riveted to the body at both the top and bottom of the rear window. If a Lexan rear window is mounted with multiple, evenly spaced screws around each side of its perimeter, safety straps are not required. If a DOT spec glass rear window is used in conjunction with the OEM method of mounting, safety straps are recommended, but not required.
11. Windows may be mounted and sealed with silicone. Any silicone used to bridge the gap between the perimeter of the window and the chassis shall be neat in appearance and uniform in thickness. Tape may only be used to seal the windows during wet track sessions for the purpose of reducing the amount of water entering the cockpit.
12. OEM side window framework shall be intact.
13. Acrylic or glass removable/moveable roof panels may be replaced with the same material as the surrounding roof. All brackets, mounts, and moldings must be removed. Fabric tops are not permitted and shall be removed along with all associated hardware. It may be replaced with an OEM hardtop if one is available.
14. Unused mounting tabs and brackets that are non-structural, excluding the rear seat back support and package tray, may be removed.
15. The OEM "rain gutter/tray" at the base of the windshield shall be intact and in the OEM location.
16. The floor pan may be modified to provide clearance for the exhaust system and allowed alternate transmission/transaxle.
17. Inner fender panels may be modified or replaced.
18. Convertible model cars may compete with a hardtop or as an open car.
19. Fasteners are free. Fasteners may be replaced with adhesives.
20. Rounded coverings may be used at the rear of the front window openings to bridge gap between the leading edge of b-pillar and inner edge of main roll hoop. The material and design of these coverings is free, but shall be neat in appearance and securely fastened.
21. A third (3rd) tube on each side may extend through the firewall to the chassis in the engine compartment. These tubes shall not extend forward of the shock towers.
22. An underbody close-out panel(s) may be used in the area behind the rear axle. These panels shall not alter the external appearance of the car when looking from the rear and sides of the car (i.e. we want to have to lay on the ground to see them). If the production car uses underbody trim pieces, the OEM trim pieces may be removed or replaced, but any close-

out panel(s) used may not visually hide any more of the mechanical components, when looking from the rear and sides of the car, than the OEM trim pieces do. The close-out panels shall not completely bridge the gap between the rear floor pan area and the rear axle centerline. On rear engine cars, any close-out panels shall not extend any further forward than the rear axle centerline. Cars with a fuel cell, engine, etc. that extend down into external visual range shall fit the close-out panel(s) around the component in such a way that it does not alter the external appearance of the car.

E. Engine

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

The chosen engine must retain its original cylinder head and intake manifold. Competitors must have in their possession a copy of the factory shop manual for both the drivetrain and chassis for use by scrutineers. If an engine from a front wheel drive vehicle is installed in a rear wheel drive vehicle, alternate OEM intake manifolds may be considered. The long block assembly of the alternate engine must remain within the engine compartment with no modifications, however the firewall may be modified to provide clearance for intake manifolds and/or engine accessories. It is permitted to use the OEM intake and throttle body for either the chassis or the installed engine. If needed to allow the intake manifold fit on the engine, an adapter plate between the engine and manifold is permitted. This adapter plate must be no more than 1.0 inch thick and must be made of the same material as either the head or intake manifold.

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.

2. The crankshaft shall be a stock OEM part or an aftermarket part as long as it is of identical dimensions and material as the OEM part for the specific engine. The crankshaft may be balanced. The maximum weight reduction allowance for balancing of the crankshaft is 0.5 lbs. The maximum weight reduction allowance for the balancing of the reciprocating assembly is 15 grams. Alternate connecting rods are permitted, but must be ferrous unless OEM supplied.
3. Blocks may be sleeved to repair cylinder walls. Engines may be bored to a maximum of .040 inch over standard bore size.
4. Rocker arm, lifter, follower, pushrod, valve spring, keeper, retainer, guide, seat, and valve materials are free; Titanium is not permitted, except for retainers or OEM parts. The head may be machined to fit valve train components.
5. Alternate camshafts are allowed; see individual class rules for lift limits. Camshaft timing is free.
6. Cars produced with an electronic throttle body may use the OEM electronic throttle body. The OEM electronic throttle body may be converted to manual actuation and the actuation cam on a manual throttle body may be changed to alter the opening/closing rate of the butterfly. Alternately actuated throttle bodies may be considered on a case-by-case basis.
7. The ignition system is unrestricted.
8. A programmable ECU is permitted. Engine calibration (spark and fuel) is free.
9. Fuel injectors and fuel rails must maintain the original number and mounting locations, but are otherwise free. Fuel pumps and fuel filters are free in type, size and number.
10. The location and type of the fuel pressure regulators are free provided they are mounted within the engine compartment or the OEM location.
11. The oil pan and oil pickup may be baffled, modified, or replaced. The OEM oil pump may be modified, or replaced with an OEM-style oil pump. Cars using a wet-sump oil system shall safety wire or in some other way secure the oil drain plug.
12. Vents, breathers, and oil filters may be added, or substituted. All emission control devices may be removed and the resulting holes plugged. It is recommended that cars using a wet-sump oil system safety wire or in some other way secure the oil drain plug.
13. Replacement gaskets and seals are free, including head gaskets. Replacement gaskets and seals must be made out of material(s) designed to seal the parts of an engine. Replacement gaskets and seals may not perform any other functions. Head gaskets may be used to adjust compression ratio.
14. The intake manifold on piston engines may be port matched to the head(s), provided no material is removed further than one inch in from the manifold to head mounting surface(s).
15. Variable cam timing (VTEC, VANOS, etc.) and variable length intake manifolds may be partially, or wholly, disabled. Variable cam timing systems that use multiple cam lobes for each valve(s) may remove lobes from the camshaft(s) that are not being used. For 13B Rotary Engines the 5th and 6th intake port actuators and valves may be removed or disabled.
16. To increase the compression ratio, the bottom of the head may be machined. Alternate pistons are permitted and/or the pistons may be machined.
17. Cars utilizing forced induction may not have a boost controller within reach of the driver. A car must enter pit lane to have the boost level changed by the crew if necessary. Competitors must be prepared to demonstrate the boost adjustment process to officials.
18. Engine parts, including, but not limited to, heads, intake manifolds and carburetors, may be cleaned using usual methods (e.g., bead blasting, soda blasting, Scotch Brite pads) as long as part dimensions are not altered
19. All cars shall use the installed engine's stock air throttling devices (e.g., throttle body, carburetor) and intake manifold,

unless noted otherwise. Components upstream of the throttling devices are free.

20. Unless otherwise noted, the following restrictions apply to turbochargers. The inlet restrictor (if required) shall be positioned in the compressor inlet housing. Turbochargers may be added to engines that did not originally come equipped with one on a case-by-case basis. Swapping of turbochargers between engine makes and models is prohibited. Supercharged cars may be approved on a case-by-case basis. Contact the Club Racing Technical Office for details.
21. Alternate water pump, alternator, crankshaft dampers, and/or power steering pulleys are unrestricted. Crankshaft pulley is unrestricted for all non-supercharged engines; supercharged engines must use OEM crankshaft and supercharger pulleys.
22. Intake Requirements: All cars shall use the stock or approved air throttling device (e.g., carburetor, throttle body) and intake manifold for the installed engine, unless noted otherwise.
23. All cars may fit the approved carburetor and manifold. The approved manifold may be ported and polished, but its design and configuration shall not be altered in any other way. The lowering of or boring of holes in the center divider is prohibited. Removal or obliteration of the manifold part number is prohibited.
 - a. The approved carburetor shall be a maximum of 650 cfm and 4 barrels. The approved optional insulator (Holley #108-12), and manifold (Edlebrock Performer RPM #7101-General Motors / #7121-Ford/Mercury) shall be fitted to cars.
 - b. Except as permitted in these rules, the carburetor shall not be modified in any way. Any carburetor jets, accelerator pump, pump cam, and accelerator pump nozzles may be used. Power valves, metering blocks, and floats may be altered or replaced. No venturi (including secondary or auxiliary) shall be modified in any way, but they may be aligned. Idle holes may be drilled in the throttle plates (butterflies). Carburetors may be modified to allow "four corner" idle adjustment.
 - c. The external throttle linkage to the carburetor may be modified or changed. Choke mechanisms, plates, rods, and actuating cables, wires, or hoses may be removed. No removal or alteration of the carburetor air horn is permitted.
 - d. All air entering the intake tract shall pass through the carburetor air inlet.
24. Cars may modify, or replace, motor and gearbox mounts provided that the engine is located in the specified location. This includes the use of "torque plates". All engines will be mounted in the stock position unless otherwise specified. Where an engine setback is allowed, the OEM firewall may be modified only enough to accommodate the engine set back.
 - a. The following cars may set the engine rearward a maximum of 4.0 inches and may lower the engine a maximum of 1.5 inches:
 1. Cadillac CTS-V (04-07)
 2. Pontiac GTO (04-08)
 3. Ford Mustang (85-06)
 4. GM F-Body (93-02)
25. The intake and exhaust ports on piston engines may be ported at a 3% weight penalty. The valve guide may be machined as part of this porting.
26. Compression ratio is limited to 12.0:1. For OEM engines the compression ratio is as specified.
27. Valve lift is limited to .600 inches. OEM engines must retain OEM valve lift and duration.
28. Dry sump systems are allowed. The dry-sump system is limited to 5 stages. It shall consist of 1 pressure stage and a maximum of 4 scavenge stages. If the OEM style pressure pump is used it shall count as the one permitted pressure stage. There may be a maximum of 2 two-port scavenge stages, or a maximum of 4 single-port scavenge stages, or any combination such that oil is not being scavenged from more than a maximum of 4 locations.

H. Cooling Systems

1. Water Cooling

Provided that the stock method of cooling is retained, the cooling system is free, including cooling fans, but the water radiator must remain in the approximate OEM location. The mounting angle may be changed.
2. Engine Oil Cooling- Coolers for the engine oil are free in number, type and location.
3. Intake Air Cooling- Cars utilizing forced induction may install intercoolers. The number, type, and location of intercoolers are free.
4. Water Spray Systems- Water may not be sprayed on any intercoolers, radiators, etc. Water spray systems may only be used to inject water into the brake ducts.

I. Fluid Piping & Fuel Tank

1. Fuel Cells/Tanks- The use of a fuel cell is required unless the stock fuel tank is located between the axle centerlines and within the main chassis structure (i.e., frame rails, etc.). All fuel cells must comply with GCR 9.3. Proper bracing to protect the fuel cell in the event of a rear-end crash is required. If a fuel cell is installed in the rear hatch/rear trunk area, the OEM floor pan in that area may be replaced with metal in order to make it easier to mount the fuel cell and close out the area around the fuel cell.
2. There must be a metal bulkhead completely separating the cockpit from the compartment containing the fuel cell. This does not negate the requirement that the fuel cell bladder be contained in a metal container.
3. No line containing engine coolant may pass through the cockpit. No hydraulic fluid lines may have removable connectors inside the cockpit.

4. All fluid hoses, lines, reservoirs, and tanks that are in the cockpit, or cargo area that is open to the driver, shall be separated from the driver by rigid metallic and/or non-metallic enclosures and/or deflection shields to prevent fluid from spraying on the driver in case of a leak. Magnesium is prohibited. Waterproof flexible wraps may also be used to prevent fluid from spraying on the driver. The floor of these enclosures, or the area under the deflection shields, shall be designed to prevent the accumulation of fluids.
5. No fuel cooling devices are permitted in the car.

J. Oil System

1. If oil storage tanks are not located in the original position they must be surrounded by a 10 mm thick crushable structure. Provided that the oil tank is not located in close proximity to the outer surface of the bodywork, and there is some of the structure of the vehicle between the oil tank and the bodywork, the car's structure will meet the 10mm crushable structure rule.
2. If the oil tank is located in the cockpit area, or a trunk area that is open to the driver, it must be separated from the driver by a metal enclosure made up of .036 inch steel, or .059 inch aluminum. This is in addition to the 10mm thick crushable structure that is required in section 9.1.4.1.2. The floor of the enclosure must be designed to prevent accumulation of fluids.
3. Accusump-type systems may be used.

K. Exhaust System

1. The exhaust system may be modified, or replaced.
2. Outlets must be located rearward of the midpoint of the wheelbase.
3. The exhaust pipe may not protrude more than 3.0 inches at the point where it exits the bodywork. If the exhaust pipe(s) exit the bodywork at the widest part of the body such that any extension of the exhaust pipe(s) beyond the body would make pipe(s) the widest point, the exhaust pipe(s) must be trimmed flush (+/- 0.5 inch) with the bodywork at the point that they exit the body. Minor body modifications are permitted to accommodate exhaust systems. Modifications shall serve no other purpose. The underbody rocker panels may be modified for the installation of the exhaust system, but these modifications may only serve to provide clearance for the exhaust system. The exhaust system must be adequately isolated from the driver's compartment.
4. If the exhaust system is routed in such a way that damage to it could cause hot exhaust to contact any part of the fuel system, there shall be a metallic heat shield protecting the fuel system components. This heat shield shall be located at least 3.0 inches away from the exhaust system, and there shall be at least 3.0 inches between the heat shield and the fuel system components.

L. Electrical System

The electrical system is free provided that:

1. Batteries are free, subject to GCR 9.3.9.
2. Standard headlights, headlight operating ancillaries, and parking light assemblies may be removed and replaced with a plate of identical shape and size of the lens. Standard headlight assemblies may be replaced with aftermarket units of equal dimension. Vehicles with pop-up and/or hidden headlights may modify and/or remove the headlight assemblies as long as the headlight cover and any other external hardware are properly secured in the stock closed location.
3. Fog/driving lights, parking lights and associated attaching hardware may be removed. The resulting openings may be used to duct air, or may be filled/covered. No ducting may extend beyond the outer surface of the bodywork.
4. Each car must be fitted with at least one effective windshield wiper assembly, which must be in working order throughout the event. Wiper blades, arms and associated hardware may be substituted freely. Other windshield wiper assemblies may be removed.
5. Each car must have an effective defogging/demisting system that is capable of keeping the windshield clear during wet sessions. Anti-fog films meet this requirement.

M. Drivetrain

1. Alternate differential housings are permitted from the same model of vehicle. Differential may be open, locked, or of a limited-slip type. The internals of limited-slip type differentials may be modified to change the amount of slip limiting. Differentials with external, or electric, adjustability are prohibited. Driveshaft and half-shafts may be aftermarket, but shall be the OEM-type and use the same types of materials as stock. Drive shafts may be replaced by one piece drive shafts, and conversely.
2. Vent and/or breather lines may be added to the transmission and/or differential. 1 transmission cooler and 1 differential cooler are permitted.
3. Alternate flywheels and clutches are permitted. Flywheel material shall be ferrous or aluminum and the ring gear diameter must be the same as the OEM flywheel. Clutch and pressure plate design is free. Carbon clutches are permitted.
4. Transmissions and ratios are free. Forward gears are limited to six speeds. Cars with aftermarket sequential shift transmissions shall increase the required minimum weight by 100 lbs.
5. Traction Control/Launch Control is permitted, but must operate solely through the engine managements system (i.e., spark and fuel control) and may not interface with, or affect, the braking system or throttle control.

N. Suspension and Steering

1. All suspension members must be made from ferrous and/or aluminum materials. Chromium plating of suspension members is prohibited.
2. Suspension springs are free. Coil-over units may be added to supplement or replace OEM springs. Attaching points may be reinforced. It is permitted to use threaded spring seats for adjustability.

3. Shock absorbers and struts are free. Driver adjustable systems and electronically controlled shocks are not permitted. If a reservoir/adjustment canister is used, only one may be used per shock. The shocks at each individual wheel may not be connected in any way.
4. Stabilizer bars are free, and may be added, removed, or substituted. Driver adjustable stabilizer bars are not permitted. Adjustment controls for stabilizer bars may be located within the cockpit, but must be out of the reach from the driver's seat. Adjustments to stabilizer bars during practice, qualifying and race must be done in pit lane.
5. Suspension components shall be the stock OEM parts, but they may be reinforced. Heim joints are permitted on suspension components. Standard suspension bushings may be replaced with solid or spherical bushings.
6. Any anti-roll bar(s) and rear axle traction bar(s), rear axle panhard rod and watts linkage can be added or substituted, provided their installation serves no other purpose. The mounts for these devices can be welded or bolted to the car. These devices and their mounts cannot be located in the trunk or driver/passenger compartment unless fitted as stock. Rear axle traction bar(s) used to control axle housing rotation must be solid bar or tube.
7. When a car's anti-roll bar also acts as a suspension locating device, the bar's attachment points and pivot points on the chassis and suspension control arms must remain in their stock locations.
8. Slotted plates may be added over original shock mounts on front and rear shock towers for camber/caster adjustment. One bolt-in brace may connect the front strut towers, and one bolt-in brace may connect the rear strut towers.
9. All steering components, with the exception of the steering wheel, column and tie-rods/toe-links, must be original equipment supplied by the manufacturer. These parts may be strengthened provided the original part can still be identified.
10. The steering wheel may be replaced with an aftermarket, or racing steering wheel. Wood-rimmed steering wheels are not permitted. An all-metal quick release coupling on the steering wheel may be added.
11. A collapsible steering column shall be used. Most recent OEM steering columns have at least 2 universal joints in them that allow the steering column to collapse on impact. This type of design (with at least 1 universal joint) must also be used in any steering column extension(s) that may be used to reach the driver's competition seating position.
12. Power steering may be modified in any of the following ways:
 - a. disconnected
 - b. an OEM manual steering rack for that model may be fitted
 - c. an electric power steering pump may be fitted
 - d. an OEM electric-assisted steering rack may be used.
1. Cars that come with a solid rear axle or trailing arm suspension are permitted an aftermarket or fabricated rear suspension. Cars with an altered rear suspension must add 50 lbs. Cars with live axle rear wheel drive may reduce the minimum weight by 50 lbs
2. Original suspension pick-up points below the upper line of the wheel rim must be used within a tolerance of 1.0 inch; however, if the lower suspension pickup point is changed from the OEM location, 50 lbs. must be added to the car. The body/frame around the pick-up points may be reinforced; this reinforcement shall be limited to a radius of 6.0 inches. The 1.0 inch tolerance applies to pick-up points on the chassis only.
3. Suspension mounting points above the upper line of the wheel rim must be retained within a tolerance of 3.0 inches, however, the body/frame around the pick-up points may be reinforced; this reinforcement shall be limited to a radius of 6.0 inches. The 3.0 inch tolerance applies to pick-up points on chassis only.
4. The spindle and/or outer joint on the a-arm and/or strut may be moved to correct bump steer caused by changing the vehicle ride height. These components are not limited to the 1.0 inch of movement that applies to the suspension pick-up points located on the chassis.
5. Alternate control arms permitted.

O. Brakes

1. Brake lines may be relocated, and rubber lines may be replaced with stainless steel braided brake lines. Hand brake assemblies may be removed. Brake proportioning valves may be used provided that they are of the in line, pressure limiting type. Non-pressurized brake fluid lines and master cylinders need not be metal, metal shielded, or bulkheaded. Pressurized brake fluid lines must be metal, metal shielded, or bulkheaded.
2. Brake proportioning valves may be used provided that they are of the in line, pressure limiting type. Brake pad friction material is free.
3. Hand brake assemblies may be removed. Backing plates and dust shields may be modified, ventilated, or removed.
4. Brake duct inlets incorporated in the front spoiler as standard, or in light openings, other than headlights, may be used to duct air to the front brakes. Additionally, brake ducts may be fitted into the intermediate mounting surface of a permitted splitter.
5. Water spray cooling systems are permitted. The amount of water carried for injection into the brake duct is free. Water-cooled calipers are forbidden.
6. Wheel fans are not permitted.
7. When any allowed alternate calipers are used, calipers must be mounted in the same location and orientation as the OEM calipers. OE caliper mounting tabs may be modified or removed to facilitate installation.
8. Titanium piston inserts are permitted.
9. Anti-Lock Braking Systems (ABS) are permitted on cars that use the OEM ABS brake components as supplied.

10. See individual class regulations for further restrictions/allowances.
11. Rotors- 1 or 2 piece ferrous rotors that do not exceed 355mm in diameter or 33mm in thickness are permitted. Maximum brake rotor diameter of 380mm is permitted at a 100 pound penalty.
12. Calipers- The standard production calipers or any caliper with 6 or less pistons may be used. 4-piston calipers may use a maximum of 4 pads per caliper. 6-piston calipers are limited to 2 pads per caliper.
13. Original equipment master cylinders and pedals may be replaced.
14. Power assisted braking systems are permitted.
15. The balance of braking forces between the two wheels on an axle shall be equal and non-adjustable.
16. The balance of braking forces between the front and rear axles may only be adjusted by the driver through:
 - a. Direct intervention on the position of the center of the joint, on the linkage lever of the hydraulic pumps of the front and rear circuits.
 - b. Direct intervention on a proportioning valve in which the intake pressure is adjusted through a pre-loaded spring.

P. Tires & Wheels

1. Tires must conform to 9.3.45.
2. Wheels / Hubs- The standard wheels may be replaced with direct, bolt-on racing/aftermarket wheels under the following provisions:
 - a. Loose wheel spacers of any type are not recommended.
 - b. All cars must run the same size wheel on the same axle.
 - c. As viewed from above at the centerline of the wheel; the fender shall completely cover the "tread" portion of the tire. Only the tire sidewalls may be visible.
 - d. The wheel material is free, but they must be constructed of metallic material(s). No modifications (including grinding) are permitted on a vendor-supplied wheel.
 - e. Valve stems and caps are free.
3. Wheel Attachment
 - a. Center-locking type hubs and wheels may be used if vehicle is supplied with them from the manufacturer. If vehicle is not supplied with center-locking type wheels they may be used in conjunction with an adapter that bolts onto the OEM, or approved, hub.
 - b. If a single wheel nut is used, a safety spring must be in place on the nut whenever the car is running and must be replaced after each wheel change. These springs must be painted Day-Glo red or orange. Alternatively, another method of retaining the wheels may be used provided it has been approved by FIA.
4. Rear wheels may not exceed 19.0 inches in diameter and 13.0 inches in width. Front wheels may not exceed 19.0 inches in diameter and 11.0 inches in width.

J. Approved Cars and Engines

1. The following car and engine combinations are approved in STO. Send a request to the Club Racing Board <http://www.clubracingboard.com/> to add additional cars.

Note: Engine Displacements in this table are nominal. Each competitor shall have available definitive documentation (e.g., factory manual) of the original displacement for the engine used.

T1	Maximum Displacement	Minimum Weight	Restrictor	Notes
Acura CL	3500	2750		
Acura NSX	3000	2650		Super-charger permitted. Zero Force Body Kit by Kawagen Route permitted.
Acura NSX Turbo	3500	2750		
Acura NSX Turbo World Challenge	3500	2850		Driving ambitions turbo kit- Part #DA-1000. Comp turbo #ct-4372 Turbo inlet restrictor of 44mm is required.
Aston Martin DB9	6000	3300		
<i>Aston Martin GT 4</i>	4700	2900		
Aston Martin Vantage N24 (07-08)	4280	2800		
Aston Martin Vantage	6000	3300		
<i>Audi R8</i>	5200	3200	35mm	<i>Must meet February 2012 Grand Am Specs. Must meet 9.1.4.P.1 for tire requirements.</i>
Audi S4 (97-02)	2700	3000		Twin K04 turbos permitted.
BMW E46 M3 & E36 / BMW Z3	3200	2600		The 3.4L (87.0 bore x 93.0 stroke) engine is permitted at 2650 lbs. The M5 5.0L is permitted at 3000 lbs. Flossman body kit is permitted. 4.0L V8 permitted at 2900 lbs.
BMW E46 M3	3200	2850		Dinan supercharger kit part #D860-3101C / With R865-3120 pulley required.
BMW 335ci/135i	2679	3000		Must use stock turbochargers.
BMW M3 E92 (08-09)	3999	3200		
Cadillac CTS/CTS-V	1998	3000		<i>GM Ecotec LNF. Alternate Turbo permitted.</i>
Chevrolet Camaro	4999	2620		<i>GM V-8 engines with OEM specs 3.735" bore x 3.4803" stroke.</i>
Chevrolet Corvette				
Pontiac Fiero	5733	3135		<i>GM V-8 engines with OEM specs 4.00" bore x 3.75" stroke; e.g., LT1, LT4, L98, etc</i>
Pontiac Firebird	6178	3150		<i>GM LT1/LT4/L98 (only), with alternate 3.75" stroke crankshaft. Max stroke 3.75", max bore 4.04".</i>
Pontiac GTO	5665	3135		<i>GM LS1, LS6</i>
Pontiac Solstice	5967	3400		<i>GM LS2. May use the LSX cast iron block with OEM LS2 bore and stroke.</i>
	5967 OEM	3200		<i>Stock OEM LS2. OEM valve lift and compression. Cylinder heads must be as delivered from the factory.</i>
	6162 OEM	3275		<i>Stock OEM LS3. Maximum camshaft lift: intake 8.24 mm, exhaust 7.77mm; rocker arm ratio 1.70:1; maximum compression ratio 10.7:1; cylinder heads must be as delivered from the factory.</i>
	6162	3350	75mm Flat Plate	<i>GM LS3</i>
	7011 OEM	3350	75mm flat plate or 45mm SIR	<i>Stock OEM LS7. OEM valve lift and compression. Cylinder heads must be as delivered from the factory.</i>
	7011	3400	65mm flat plate	<i>GM LS7</i>
Chassis-specific notes: Camaro/Firebird: Aftermarket K members are permitted. Corvette: The top 12 inches of the firewall must be covered with metal or reflective heat shielding material. The OE firewall may also be replaced with a metal panel running between the A-pillars. <i>For Chevrolet Corvette Z06, carbon fiber lip, APR performance part number FA-208026 is permitted. For Pontiac Solstice: May use hardtop GM PCS-0664 or equivalent aftermarket. May compete with stock fuel tank.</i>				
Dodge Neon SRT-4	2400	2900		Alternate Turbo permitted

Note: Engine Displacements in this table are nominal. Each competitor shall have available definitive documentation (e.g., factory manual) of the original displacement for the engine used.

T1	Maximum Displacement	Minimum Weight	Restrictor	Notes
Dodge Viper, incl. Comp Coupe, ACR/ACR-X	7990	3400		
	8000	3400		
	8300	3420	(2) 53mm flat plates	
	8300 OEM	3420	(2) 60mm flat plates	Stock OEM engine. Engine long block, valve train, and intake system must meet stock, shop manual specifications.
	8400	3520	(2) 53mm flat plates	
	8400 OEM	3520	(2) 60mm flat plates	Stock OEM engine. Engine long block, valve train, and intake system must meet stock, shop manual specifications.
	<i>Chassis-specific Notes: OEM fuel tank may be used.</i>			
Ferrari 355	3500	2780		
Ferrari 360	3600	2780		
Ferrari 430	4310	3380		Kessel 430 GT3 front fenders, hood and bumper permitted; if installed, single radiator is permitted. Must conform to 9.1.4.F.7.
Ferrari 430 Challenge	4310	3020		Must be prepared to the 2006 Ferrari Challenge engine and transmission specifications; DOT tires per 9.1.4.P.1; weight as specified; side windows must be removed; OEM carbon brakes or the Ferrari steel brakes from the 360 Challenge car (F 355 x 32 vented disc, R 330 x 18 vented disc) are permitted; If 18 inch "360" brakes are used, 18 inch wheels are permitted; 19 inch Ferrari Challenge wheels as delivered from factory permitted
Ford Mustang/ Thunderbird	4600	2800		Aftermarket K members are permitted. OEM independent rear suspension is permitted.
Ford 4.0L V6	4000	2800		Rotrex C38-81 supercharger permitted.
Ford 5.0L "Cammer" engine	5000	3000		"Boss" intake manifold permitted.
Ford 5.0L "Coyote" engine	5000	3100		"Boss" intake manifold permitted.
Ford Mustang Challenge	4600	3300		Must be prepared to World Challenge GTS rules dated 01/25/2011.
Ford Mustang/ Thunderbird (pushrod)	5000	2550		Aftermarket K members are permitted. OEM independent rear suspension is permitted.
Ford Mustang/ Thunderbird (Boss 302)	5000	3260		Allow Laguna Seca intake manifold and throttle body. OEM independent rear suspension is permitted.
Ford Mustang/ Thunderbird	5400	2900		Aftermarket K members are permitted. OEM independent rear suspension is permitted.
Ford Mustang/ Thunderbird	5800	3120		Aftermarket K members are permitted. OEM independent rear suspension is permitted.
Honda S2000	2000/2200	2600		Super-charger permitted. ASM fiberglass fenders, ASM-AP100005 and ASM-AP100006 permitted. ASM fiberglass rear bumper ASM-AP100167 permitted.
Lotus 211/Exige/Elise	3500	2450		
Lotus2-Eleven GT4 Supersport	1800	2100		
Maserati Trofeo Light	4244	2900		
Mazda RX-7		2750		OEM Twin Turbo Charger with no restrictor or any turbo charger with 44mm Turbo Inlet Restrictor permitted.
Mazda RX-7 20B		2800		Engine may be Street Ported; contact SCCA Technical Services for details.
Mistubishi/ DSM	2000	3000		Alternate Turbo permitted. 4G63 block with MD346026 crank allowed resulting in 2324cc displacement allowed.

Note: Engine Displacements in this table are nominal. Each competitor shall have available definitive documentation (e.g., factory manual) of the original displacement for the engine used.

T1	Maximum Displacement	Minimum Weight	Restrictor	Notes
Mitsubishi/ DSM	2400	3000		Alternate Turbo permitted
Mitsubishi Evo/DSM	3000	2900		OEM Twin Turbo Charged required
Nissan GTR	3800	3520	(2) 35mm TIR	Classification effective 10/1/11. Must use OEM GTR twin turbo chargers
Nissan 350/370Z	3800	3520	(2) 35mm TIR	Classification effective 10/1/11. Must use OEM GTR twin turbo chargers
Nissan 300ZX	3000	3000		OEM Twin Turbo Charged required
Nissan 350Z	3500	2450		
Nissan 350Z/370Z	3700	2600		
Nissan 350Z/370Z	5600	3135		Classification effective 10/1/11.
Panoz Esperante GTS	5800	3000		
Porsche Cayman (05-11)	3600	2875		
<i>Porsche 944</i>	2500	2700		<i>May use Jayco super 50 Turbo.</i>
Porsche 996	3600	2808		
Porsche 997	3600	2960		
Saleen SR	5800	3190		
Toyota Supra		3000		OEM Twin Turbo Charged required

INTRODUCTION TCS

These specifications are presented as an adjunct to your Factory Shop Manual. They are not meant to supersede the information that is in your manual that legitimately applies to your make, model, and year of car, with the exception of the following items. TIRE SIZES, RIM WIDTHS, SPRINGS, SWAY BAR(S), AND PERFORMANCE EQUIPMENT. In the case of the foregoing exceptions, the TCS will have priority. Voids or mistakes that may occur in the TCS do not allow you to change your vehicle to conform to the TCS.

These specifications reflect the best information available at the time of publication. Any error found in this edition will be updated when reliable specifications are available from the factory/factory distributor or other sources recognized by SCCA, Inc.

A model is defined as a unique car configuration which can be identified by means of decoding the Vehicle Identification Number.

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

A. Purpose

Touring Category Classes are intended to provide the Membership with the opportunity to compete in commonly-available, recently-produced automobiles in as near the legal, street-driven form of those automobiles as is practically and safely possible under racing circumstances.

B. Intent

Touring Category automobiles shall, at all times, be in compliance with the specifications contained within their factory Shop/Service Manual(s) except as modified by these rules. Factory Shop/Service Manuals may come in the form of printed material, microfiche, CDs, DVDs and/or Internet access to manufacturer sponsored web-based databases. It is the responsibility of the competitor to provide the electronic device capable of accessing the data for compliance verification.

1. The competitiveness of any car in any Class shall not be guaranteed, nor shall the continued recognition of any car in any Class. Eligibility of cars may be discontinued at any time and for any reason, other than that of competitive stature.

C. Specifications

The SCCA shall publish Touring Category Specifications (TCS), containing the basic officially recognized specifications for each car eligible to compete in the Category during the calendar year.

1. To supplement those Specifications, competitors in the Touring Category shall be required to have in their possession a factory Shop/Service manual or its equivalent (See TCS section 9.1.10.B) for the specific make, model and year of the automobile entered. This manual or its equivalent will assist in determining the originality and configuration of the automobile, and shall be presented at Technical Inspection for every event and when otherwise so officially requested. If the factory Shop/Service manual is not available, then the competitor shall have a copy of the official SCCA Vehicle Technical Sheet (VTS) with

them at every event and shall present it for reference when officially requested.

2. The proof of legality or illegality shall rest upon the protestor and/or protestee.

3. The Club Racing Board may classify any particular model of a car, and may permit specific factory options for that car. Cars classified shall have been approved by the ARB, EPA, and DOT for sale in the United States, and shall be models intended to be available to the general public for purchase. Such options shall be listed on the Specification Line for that vehicle. No unlisted models or factory options are eligible. If no specific model or options are listed on said line, the classified car shall be the base model with no options. Converting a car delivered with an automatic transmission to a manual transmission is allowed as long as all components which differ, including, but not limited to, radiator, springs, engine management systems, final drive ratio, etc., are converted to manual transmission specification.

a. Only those cars listed each year are eligible to compete. Additions and/or deletions of automobiles shall be at the discretion of the SCCA. *Cars more than 5 model years old will not be classified. Competitiveness of cars is not guaranteed.*

b. "Special Performance" specifications from the manufacturer which go beyond those listed in the Touring Specifications book will not be considered valid. Any manufacturer determined to be supplying false specifications to competitors or to the SCCA may be advised that said specifications may be withdrawn or the eligibility of the car(s) involved shall be terminated. The Club Racing Board is authorized to implement these terminations on an immediate basis without the approval of the Board of Directors.

c. In the case of service circulars, recalls, etc., the burden of proof of validity shall be upon the competitor.

4. To maintain the stock basis of Touring, updating and/or backdating of components is only permitted within cars of the same make and model as listed on a single Touring Specification Line. Interchanging of parts between engines of varying displacements is prohibited.

a. The Club may permit substitution/replacement of certain components or modification of some assemblies on Touring Category automobiles. To assist in equating competition potential, not all automobiles may be permitted some or all of these allowed substitutions and/or modifications. Any such permissions shall be listed on the Specification line for each vehicle. Where a kit or option is permitted on a specification line, all of the listed parts must be used.

5. The Vehicle Identification Number (VIN) shall correspond with the automobile classified and the automobile presented for competition. VIN stampings and/or plates shall remain in place.

a. A car may be entered in competition if there is at least one VIN stamping or plate on the dashboard or chassis that corresponds with the model of automobile classified.

b. The tenth (10) position letter of the VIN determines the model year of the car ("W" = 1998, "X" = 1999, "Y" = 2000, "1" = 2001, "2" = 2002, "3" = 2003, etc.).

6. In order to equate competition potential, the Club may specify a competition weight for the vehicle. Additionally, and to this same end, it may direct that a specific amount of ballast be mounted in the vehicle in a specific location. Refer to Section E.2. of these Rules for additional details.

7. When alternate parts are approved for competitor use, the requesting party must first provide proof that sufficient quantities of the parts are readily available through commercial channels. The kit must be submitted to SCCA Club Racing Technical Services for inspection, and the kit may be returned to the sender.

D. Modifications (Configuration)

The following items represent the only modifications and safety items permitted and/or required on Touring Category automobiles. No permitted component or authorized modification shall additionally perform a prohibited function.

1. Engine

a. Component Modification

1. Overhaul procedures which in the slightest way could increase performance beyond factory specifications shall not be utilized, e.g. porting/polishing, etc.
2. Blueprinting and balancing is allowed.
3. No engine component(s) shall be modified in any manner that is not specifically permitted or authorized by the Factory Service Manual or legitimate Factory Technical Bulletins.
4. "Special Performance" specifications from the manufacturer which go beyond those listed in the TCS book shall not be considered valid.

b. Induction System

1. Air Filter(s) elements (only) may be substituted.

c. Fuel System

1. All fuel system components, settings, and specifications shall be as specified by the manufacturer. Fuel filters may be substituted with other fuel filters of equivalent OEM specifications.
2. Only the fuel type specified by the Owner's and/or Factory Service Manual may be used. Refer to GCR Section 9.3 Fuel, for permitted fuel specifications.
3. The stock fuel tank may be replaced with a fuel cell that is designed to mount in the OEM fuel tank location or is specifically designed to mount in the spare tire well provided that it is not necessary to modify any bodywork to accomplish the installation other than for the purposes of fastening the cell securely in place.

d. Camshaft and Valve Gear

1. All valve sizes, seat dimensions, and angles, etc., shall be in conformance with those specifications and procedures outlined in the Factory Service manual.

e. Block

1. Cylinder bore dimensions shall remain as originally specified by the Factory Service Manual. No “oversize” bores shall be permitted.

f. Oiling System

1. Engine oil may be substituted with other oil of equivalent OEM specifications. Oil additives are unrestricted.
2. Engine oil filter may be substituted with any unit meeting OEM specifications.
3. An oil catch can is permitted.
4. Any oil cooler(s) is permitted.
5. *Accusump systems and related hoses and brackets are permitted in all Touring category cars.*

g. Ignition/Starter/Electrical System

1. Spark plugs may be substituted.
2. The use of resistor or non-resistor-type plugs is permitted.
3. Batteries may be replaced with those of an alternate manufacturer, provided they are of similar amp-hour capacity, size, and weight.

h. Exhaust System

1. All cars classified in Touring may replace the catalytic converter(s) with a pipe that has the same diameter inlet and outlet as the converter it is replacing. The post catalytic converter oxygen sensor may be disabled, replaced, or removed; the resulting hole (if present) may be plugged. All Touring cars may replace any part of the exhaust system beyond the catalytic converter(s), provided:
 - a. Said replacement system retains the original configuration, e.g., single or dual, etc.
 - b. The system exits from beneath the body in the same approximate location(s) as the original system. When a factory (OEM) single exhaust system is cosmetically split into dual outlets, it is permitted to continue as a single system provided it exits in approximately the same location as one of the originals.
 - c. The system meets all appropriate event-specific sound level requirements.

i. Other Engine Components

1. Fluid hoses, their appropriate clamps, and belts (fan, alternator, etc.) may be substituted. Related clamps and hardware are unrestricted.
2. The engine management computer or ECU may be altered, but not replaced. All modifications shall be done within the original housing. The car may meet federal emission standards, but shall provide OBD II compliant data to the data link connector.
3. Cosmetic engine covers made of plastic may be removed.
4. Any power steering cooler(s) is permitted.

2. Engine, Rotary Piston

- a. All permissions and restrictions in Sections D.1.a. - m. apply.

3. Cooling System

a. Radiator(s)

1. A radiator screen of one-fourth ($\frac{1}{4}$) inch minimum mesh may be added in front of the radiator. If added, it shall be contained entirely within the bodywork of the vehicle.
2. Any radiator is permitted, provided it mounts in the original location, maintains the same plane as the original core, and requires no body or structural modifications to install. No new openings created by fitting an alternate radiator may be used to duct air to the engine.

b. Air Conditioners:

1. The factory and/or aftermarket air conditioning system may be removed, provided that at least the following items associated with the system are also removed: compressor, condenser, H.D. springs/sway bars, H.D. shocks, larger tires, engine and transmission coolers and cooling fans. All duct work, wiring, Freon lines, valves, evaporators, dryers, and dash controls may remain. If the air conditioning compressor is an integral part of the drive system, the compressor may be retained and disabled or replaced with an idler pulley that serves no other purpose.
2. Items that serve a dual purpose, such as an alternator/air conditioning compressor bracket, etc., may not be substituted.
3. The gaps around the radiator that are created by the removal of the air conditioning condenser and related items may be sealed with foam.

4. Transmission/Final Drive

a. Transmission

1. Transmission lubricant may be substituted. Transmission lubricant additives are unrestricted.
2. An oil catch can is permitted.
3. Any transmission cooler(s) is permitted.

b. Final Drive

1. Unless otherwise so noted on the Vehicle's Specification Line, the differential ratio shall be as delivered as standard equipment by the manufacturer.
2. All legitimately classified cars in Touring Class are permitted a limited-slip differential (Quaiffe, Torsen, etc.). Locked differentials are not allowed.

3. Final Drive lubricant may be substituted. Final Drive lubricant additives are unrestricted.
4. An oil catch can is permitted.
5. *Any differential cooler(s) is permitted.*

5. Suspension

a. Suspension Adjustments

1. Adjustment is permitted with a maximum negative camber of 3 degrees.

b. Springs, Anti-Roll bar(s), and Shock Absorbers

1. Springs and anti-roll bar(s), shall remain as manufactured unless an alternate is listed on the vehicle specification line. Cars where air conditioning units have been removed shall refer additionally to Section D.3.b.1., above, for additional spring requirements.
2. The make of shock absorber may be changed. Their number, perch location(s), system of attachment, and attachment points shall not be altered. Their type (tube vs. lever, etc.) shall not be altered. The interchange of gas and hydraulic shock absorbers is permitted.
 - a. The mounting hardware utilized shall be of the original type.
 - b. The use of any shock absorber bushing material is permitted. Note: the bushing attaching the end of the strut to the body or frame on a strut-type suspension system is considered a suspension bushing, not a shock absorber bushing.
 - c. The placement of the spring shall remain as stock. The distance between the lower mounting bolt, or other system of attachment, to the bottom of the spring as it sits on the perch shall be the same as stock.
 - d. Suspension geometry and range of travel shall not be altered.

6. Brakes

a. Components

1. The make and material of brake pads and linings may be changed.
2. Brake fluid may be substituted with any brake fluid.
3. Brake rotor dust shields may be removed.
4. Flexible rubber brake lines may be replaced with Teflon lined, metal braided hoses.
5. Any brake ducts are permitted, but they must serve no other purpose and must mount without modification to any components, except for the creation of duct intake openings. Duct intake openings may only be created by the removal of an auxiliary or fog light assemblies. A total of 2 light assemblies may be removed. The stock headlamp location is not permitted for brake ducting. If car is not equipped with an auxiliary or fog light assemblies, 2 alternative duct openings may be created by the removal of 2 sections up to 14.5 square inches of stock false grills originally located in the front fascia. No part of the fascia may be modified. The ducting must not be visible from outside the car.
6. Stock replacement brake rotors may be obtained from sources other than the manufacturer provided they are the exact equivalent of the stock rotors.

7. Wheels and Tires

a. Wheels

1. Any type wheel suitable for competition may be used, provided:

- a. Any wheel not exceeding the specified diameter and rim width on the vehicle's specification line may be used.
- b. Wheels are permitted any offset provided the tire tread (that portion of the tire that contacts the ground) does not protrude beyond the fender opening when viewed from the top perpendicular to the ground, unless specified differently on the individual spec line for that car. To determine compliance the vehicle should be rolled through a powdered substance, as raced with driver, in order to indicate the tire tread contact patch under static conditions. *When a maximum tire size is listed on a vehicle's specification line, aspect ratio is open and any tire may be used that does not exceed the stated maximum section width.*
- c. Cars equipped with lug bolts may convert to wheel studs and lug nuts.
- d. Wheel studs may be replaced with longer studs as necessary to fit optional wheels. Wheel spacers may be used for purposes of adjusting track.
 2. Hub caps and wheel trim rings shall be removed from all wheels.

b. Tires

Unless otherwise so noted on a vehicle's TCS line, all cars shall run the tire size as listed for the vehicle in the TCS or an authorized replacement size. When authorized replacement tires are used, the same size tire shall be used on each axle (front tires need not be the same size as rear tires).

Tires must conform to 9.3.45. All tires shall be offered for sale over the counter through the manufacturer's tire dealer network. The brand of tire and tire pressures are unrestricted.

All cars shall run tires with a minimum of a "U" speed rating. For size determination, the molded section shall be used. All cars are allowed a section increase or decrease of 10mm or 20mm (e.g., 195 may use 175, 185, 195, 205 or 215). All cars are allowed an aspect ratio increase or decrease of 5 or 10 (e.g., 55 may use 45, 50, 60 or 65).

8. Body/Structure

a. Configuration/Modifications

1. Component Alignment: All body components shall maintain their original relationships. Gaps or openings shall not be increased, decreased, or eliminated through realignment of components. Normally occurring gaps or

seams shall not be taped over.

2. Door Glass
- a. All cars shall run with both front door windows fully open (down).
3. Spoilers (Wings)
 - a. Only original equipment front spoilers, dams, and rear spoilers and wings shall be permitted unless specified on the vehicle specification line.
4. Other Body Components
 - a. Sunroofs, Targa tops, and T-tops are only permitted if installed by the manufacturer of the vehicle. If installed they must be retained on the vehicle, run in the closed position, and securely bolted in place unless the operating rails adequately secure the panel. Glass panels are permitted.

Hardtops: If a hardtop is required, it shall be the original equipment hardtop from the vehicle manufacturer unless an alternate part number or manufacturer is listed on the vehicle spec line.
 - b. Hatchback "privacy covers" shall be completely removed.

b. Appearance

1. Cars may be painted any color(s). Markings and numbers may be painted.
2. Vehicles shall be neat and clean, and shall not be dirty externally or in the engine or passenger compartments. They shall not show bodywork damage, and shall not be presented for competition totally or partially in primer. Cars that do not bear the prescribed identification marks, Club Racing logos, and numbers in conformance with GCR Section 9.3 Identification Markings, shall not be approved for competition.

9. Driver (Passenger) Compartment (Trunk)

a. Seating

1. All seats and seat brackets may be removed.
2. Rear heating/air conditioning ducts which are located under the seats may be removed or modified to facilitate seat installation.

b. Steering Wheel

1. Aftermarket steering wheels, and their required mounting modifications, are permitted.

c. Gauges and Accessories

1. Water temperature, oil temperature, oil pressure, and boost/vacuum gauges are permitted and shall be securely mounted, and shall perform no other function other than their primary use.
2. Interior mirror(s) may be replaced, but no such mirror shall extend beyond the confines of the interior of the vehicle.
3. Two-way radios may be used.
4. Hand controls are permitted in those instances where the driver can demonstrate the physical need for them.
5. Data Acquisition Systems

Standalone data acquisition systems are allowed to be in use in the car during practice, qualifying and race events. These devices may be connected to the data link connector in the car to extract available data. This must be a one-way out connection and no calibrating or alteration of the PCM is to be done while the car is in motion and the system in place.

6. *It is permitted to add an aftermarket tachometer to any car that is not equipped with a factory tachometer.*

d. Interior Modifications

1. Front passenger seat, rear seat back, rear seat bottom cushion(s), all seat-related wiring, sun visors, seat belts and their attaching hardware and bracketry may be removed. In any automobile where allowed removal of rear seats, upholstery, etc., creates an opening between the driver/passenger compartment and an exposed gas tank, fuel cell, or part thereof, a metal bulkhead which completely fills such opening shall be installed (See GCR 9.3 Fuel Cell Specifications).
2. Carpets, carpet padding, center consoles, floor mats, headliners, sun roof liner and frame, dome lights, grab handles, and their insulating, attaching or operating mechanisms may be removed.
3. Any removable covers used to cover spare tires, tools, bins, etc., may be removed along with attaching hardware and bracketry.
4. Removal of radio and speaker components is permitted.
5. All other interior trim panels, except the dashboard, may be removed. Other than to provide for the installation of required safety equipment or other authorized modifications, no other driver/passenger compartment alterations or gutting are permitted.
6. Removal of radio and speaker components is permitted.

10. Safety

a. Steering Column (Locks)

1. Steering column locks may be removed or disabled.

b. Safety Harness

1. All cars shall be equipped with a driver's restraint system meeting the specifications of GCR Section 9.3 Driver's Restraint System.
2. All cars shall have a driver's side window safety net complying with GCR Section 9.3 Window Safety Nets shall be mounted in such a manner as to provide protection in the event the driver's door opens.
3. In those cars where a window safety net cannot be installed, arm restraints shall be used. Arm restraints are not an acceptable substitute for window nets in any other type of car.

c. Fire Systems (Extinguishers)

All cars shall have, as a minimum, a fire extinguisher meeting the specifications of GCR Section 9.3 Fire System. Touring Category automobiles may be equipped with a fire system meeting the specifications of GCR Section 9.3 Fire System.

d. Passive Restraint Systems

Passive restraint systems shall be deactivated. Air bag systems shall be deactivated and may be removed. If the car is to be used on public roads, we recommend that these items be reactivated/rearmed/replaced when not in competition.

If so equipped, the rolling door lock mechanism may be deactivated by unplugging the components.

e. Towing Eyes

Towing eyes per GCR Section 9.3 Towing Eyes, shall be fitted.

f. Electrical Master Switch

An electrical master switch may be installed.

g. It is permitted to either:

- Disconnect the stock hood release cable and replace it with a release cable easily accessible from the front of the car.
- Disconnect the stock hood release cable and remove the stock hood latch and use hood pins to retain the hood in place.

E. Car Classification

These classifications shall be reviewed on an annual basis, and shall be effective as of January 1. Once these classifications have been officially published, no changes or additions shall be made after March 1 of the calendar year.

1. Weight

a. The weight, as listed on an automobile's Specification Line, shall be with driver and required ballast. Refer to GCR Section 9.3 Weight. If a cool suit system is utilized, it shall be weighed with the car as it came off the track.

2. Ballast

a. Some vehicles may be required to carry specific amounts of ballast. If such ballast is specified for an automobile, in addition to the requirements of GCR Section 9.3 Ballast, the following requirements shall also be met:

1. All specified ballast shall be securely mounted in the passenger footwell of the vehicle, aft of the firewall and any footwell angle, and forward of the passenger seat unless otherwise so permitted on the vehicle's TC Specification Line.
2. It shall be in segments no lighter than ten (10) pounds and no heavier than fifty (50) pounds, and shall be capable of being weighed apart from the vehicle.
3. Each segment shall be fastened with a minimum of two (2) one-half (1/2) inch bolts and positive lock nuts of SAE Grade 5 or better, and shall utilize large-diameter, load-distributing washers.
4. Holes may be drilled in the passenger footwell floorpan for purposes of mounting the ballast (only), and said floorpan may be reinforced as required for the same purpose.

All Cars is 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 T2	Bore x Stroke (mm) / Displ. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
BMW E92 M3 (08-12)	92.0 x 75.2 3999	2761	F:18x10 R:18x10	295/40	4.06, 2.37, 1.58, 1.19, 1.000, .87	3.85 or 3.15	F:360x30 R:350x24 or	3400	StopTech Brake Kit permitted: 380x35mm 6-piston caliper Part# 83.160.6D00.XX (F) and 355x35mm 4-piston caliper Part# 83.160.0047.XX (R). Brembo Front brake kit #1N2.8505A and Rear brake kit #2P2.8033A allowed. Alcon Brake Kit permitted: 365x32mm (F) part # BKF9751ZG70L 6-piston caliper and 348x28 (R) 4-piston caliper (R) part # BKR9856B20L. Springs up to 800#/in front and rear allowed. Rear spring may be located on shock. H&R sway bars part number 70053 and 71053 permitted. 80 mm Inlet Restrictor required.

Cadillac CTS-V (06-07)	101.68 x 92.0 5967	2880	18 x 10 (F&R)	295/35	2.97, 2.07, 1.43, 1.00, 0.84, 0.56	3.73	(F) 355 Vented Disc (R) 365 Vented Disc	3500	Brake duct extension (through fog light) PN 25534464, Fuel tank sender kit PN 25534466. Springs up to 800#/in front and rear allowed., 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) 20x11 (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	3550	1LE-SS Track Pack permitted. Tower Brace 22756880, oil-air separator 12653074, 72 mm restrictor required. Springs up to 800#/in front and rear allowed.
Chevrolet Camaro SS (98-02)	99.0 x 92.0 5666	2568	17x10(F) 17x10(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	3250	Power steering cooler (option code V12) is permitted. 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. 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. Springs up to 800#/in front and rear allowed. Cold Air intake allowed.
Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04)	99.0 x 92.0 5666	2655	18x10 (F) 18x11 (R)	315/35/18 (max) (F&R) Rear tires may protrude up to 1.0" with GM T1 Perf. Susp. pkg. Max. camber: (F) -3.5 (R) -2.5 with GM suspension pkg.	(C5): 2.66, 1.78, 1.30, 1.00, 0.74, 0.50 (Z06): 2.97, 2.07, 1.43, 1.00, 0.84, 0.56	3.42	(F) 325 Vented Disc (R) 305 Vented Disc May use two-piece steel rotors with aluminum hats up to 5% larger than 340/330; Any four piston calipers and brackets are permitted. Any brake caliper pistons are allowed; may use the Wilwood SL6R brake caliper.	3300	GM Motorsports T1 suspension pkg. (Part # 12480062) is permitted. Parts for Z06 upgrade: LS6 Engine Assy.: P/N 88894057, Engine components if using LS1 block: LS6 cylinder head: P/N 12560801, LS6 intake manifold: P/N 88890524 or 12480075, LS6 camshaft: P/N 12560950, LS6 valve springs: P/N 12565117, LS6 valve shims: P/N 12565118, Lifter valley cover: P/N 12568002, PCM: P/N 12200411, LH Exh manifold: P/N 12561255, RH Exh manifold: P/N 12561256. C-5 exhaust system may be modified to mate to Z06 exhaust manifolds. Cage attachment points may be on the frame. Floor may be modified to facilitate installation of cage mounting plates. Wrapping of tie-rod ends to shield heat is permitted. This max. tire supersedes TCS 9.1.10.D.7.b. C6 calipers permitted. Alternate wheel bearings SKF Part # BAR 5049C permitted. OEM or equivalent carbon fiber hood is allowed. The A.I.R air pump system may be removed. Flat plate restrictor 63 mm With headers: Flat plate restrictor: 55 mm
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) Rear tires may protrude up to 1.0" with GM T1 Performance Suspension package. Max. camber: (F) -3.5 (R) -2.5 with GM T1 Performance Suspension package.	2.66, 1.78, 1.30, 1.00, 0.74, 0.50, or 2.97, 2.07, 1.43, 1.00, 0.71, 0.57	3.42	(F) 325 / 340 Vented Disc (R) 305 / 330 Vented Disc or (F) 355 x 32 Vented Disc (R) 340 x 26 Vented Disc or May use 2-pc steel rotors with alum. hats up to 5% larger than Z51 rotor. ----- LS2 may use Grand Sport brake package. Any brake caliper pistons allowed. May use any four piston brake caliper and brackets. Z06 brake calipers allowed.	3400 Add 50 lbs. for larger wheels and/or tires	C6 T1 Suspension kit and Z51 option allowed. Floor may be modified to facilitate installation of cage mounting plates. 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. LS2: 64 mm flat plate restrictor is required LS3: 52 mm 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) Rear tires may protrude up to 1.0" with GM T1 Performance Suspension package. Max. camber: (F) -3.5 (R) -2.5 with GM T1 Performance Suspension package.	2.66, 1.78, 1.30, 1.00, 0.74, 0.50 or 2.97, 2.07, 1.43, 1.00, 0.71, 0.57	3.42	(F) 325 / 340 Vented Disc (R) 305 / 330 Vented Disc or (F) 355 x 32 Vented Disc (R) 340 x 26 Vented Disc or May use 2-pc steel rotors with alum. hats up to 5% larger than Z51 rotor. Any brake caliper pistons allowed. May use any four piston brake caliper and brackets. Z06 brake calipers allowed.	3450	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. LS2: 64 mm flat plate restrictor is required LS3: 52 mm 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) Disc	330	3600	Alternate Oil Pan (Part # P5007009), Throttle restrictor between each throttle body and plenum is mandatory: 0.060" flat steel plate with one 40 mm hole . This max. tire supersedes TCS 9.1.10.D.7.b.. May update to 03-06 Viper brakes.
Dodge Viper SRT-10 Incl. Coupe (03-06)	102.4 x 100.6 8300	2510.2	18x10 (F) 19x13 (R)	(F) 275/35 (F) 315/35 (max) (R) 345/30 Maximum camber: (F) -3.0 w/ Dodge Motorsports T1 suspension package	2.66, 1.78, 1.30, 1.00, 0.74, 0.50	3.07	(F&R) Disc	355	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 36 mm 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: Mopar performance fan delete kit #P5153260, Phoenix SRT10 electric fan kit #PPI123321, Mopar swing oil pickup kit # 4510174, Trans. mount # P4510179, Dodge Motorsports T1 suspension kit part # P5153251 Hypercoil springs #188A0750 (F) and 188A0800 (R) are allowed. B&M Shifter (PN45055) is permitted. Oil pan part #5037735AC, oil pick up part #5038022AB, oil pick up tube part #5037312AE are allowed.
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		The following parts are allowed: GT/CS Front Fascia #BR3Z-17626-AA, GT/CS Rear Fascia #AR3Z-17F828-AA, Ford Accessories Spoiler #AR3Z-6344210-CA, 14" Brembo Brake Kit #M-2300-S, Rear Axle Cover #M-4033-K, Spring Kit #M-5300-A (M-5310-A front, M-5560-A rear), Strut Tower Brace #M-20201-S197, Swaybar Kit #M-5490-A, Jounce Bumper Kit # M-5570-A, Panhard Bar #M-4264-A, Rear Lower Control Arms #M-5649-R1, Rear Upper Shock Mount #M-18197-A. Ford Racing oil pan #M-6675-M50BR permitted. Alternate metallic driveshaft is allowed. Flat plate restrictor 65 mm
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	3.66, 2.43, 1.69, 1.32, 1.00, .65	3 . 3 1 3.73	(F) (355) x (32.1) Vented (R) (300) x (19.2) Vented	3500		The following parts are allowed: GT/CS Front Fascia #BR3Z-17626-AA, GT/CS Rear Fascia #AR3Z-17F828-AA, Ford Accessories Spoiler #AR3Z-6344210-CA, 14" Brembo Brake Kit #M-2300-S, Rear Axle Cover #M-4033-K, Spring Kit #M-5300-A (M-5310-A front, M-5560-A rear), Strut Tower Brace #M-20201-S197, Swaybar Kit #M-5490-A, Jounce Bumper Kit # M-5570-A, Panhard Bar #M-4264-A, Rear Lower Control Arms #M-5649-R1, Rear Upper Shock Mount #M-18197-A. Ford Racing oil pan #M-6675-M50BR permitted. Alternate metallic driveshaft permitted. Flat plate restrictor 70 mm
Mitsubishi Lancer Eva 8/9 / RS / GSR / MR (03-06)	85.0 x 88.0 1997	2624	18 x 10 (F&R)	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	3200 (3275 with p a d l e shift)		AMS front and rear springs #AMS-SCCA01 allowed or AMS front and rear spring kit #AMS-SCCA02 including Genesis Technologies 2" spacer allowed. Max spring rate (F) 800 lbs./in, (R) 900 lbs./in. Alternate AMS front sway bar permitted #AMS-SCCA-SBF02, alternate rear sway bar permitted #AMS-SCCA-SBR02. Evo X brakes allowed. Turbo Inlet restrictor 45 mm
Mitsubishi Lancer Evo X / GSR / MR (08-11)	86.0 x 86.0 1998	2650	18x10 (F&R)	275/45 (F&R)	2.857, 1.950, 1.444, 1.096, .761 or 3.655, 2.368, 1.754, 1.322, 1.008, .775,	4 . 6 8 7 o o r 4.062	(F) 350 Vented Disc (R) 330 Vented Disc	3600 with or/without p a d l e shifter		AMS front and rear springs SCCA01-EVO X – AMS. 2" Genesis Technologies spacers allowed. Alternate AMS front sway bar permitted #SCCA-SBF02 EVO X, alternate rear sway bar permitted #SCCA-SBR02 EVO X. Max spring rate (F) 800 lbs/in, (R) 900 lbs/in Turbo Inlet restrictor 45 mm
Nissan 370Z (09-11) / 370Z NISMO Edition (09-11)	95.5 x 86.0 3696	2550	19 x 10 (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	3100		5300S-SS370 T-2 spring kit allowed; 54600-SS370 T-2 front and rear sway bar kit allowed. Sports Package is allowed. Springs up to 800#/in front and rear allowed. 54010-SZ350 (F) and 55020-SZ350 (R) allowed. Cold Air Intake allowed.

Pontiac Firebird (98-02)	99.0 x 92.0 5666	2568	17x10(F) 17x10(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	3250	Power steering cooler (option code V12) is permitted. Severn Canton accusump part #CA24024 or CA24006, along with Electric solenoid W/ epc #CA24273, Acc-cusump Check Valve #CA2428, and Wheel to Wheel Adapter block # 0760-50001, and related hoses and mounting brackets are permitted. 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 #UML-2006, Strut Tower brace, 2 pt, 1.25" OD) permitted. Springs up to 800#/in front and rear allowed. Cold Air Intake allowed.
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, .73	3.73	(F)296 Vented (R)278 Solid	3000	Detachable hardtop GM part #PCS-0664 shall be installed and convertible top shall be removed. Suspension option ZOK and Rear Spoiler (D52) allowed. Brake calipers and rotors from Chevrolet Cobalt SS (08-09) permitted. Any aftermarket top allowed, if material, size, shape and weight are the same as the factory top. Turbo Inlet restrictor 43 mm
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	3300	Ducting for coolers is free, provided it doesn't change size and/or shape of factory body panels. Ducting of air to rotors is allowed. Removal of rotor dust shields is allowed. Tender springs 60-60-25, and spring holders ZT-1-X002A01 allowed. Springs up to 800#/in front and 1000 #/in rear allowed. Sway bar size and configuration is free. 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 front and rear control arms allowed 65 mm 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 (R)	3.82, 2.20, 1.52, 1.22, 1.02, 0.84	3.44	(F) 318 Disc (R) 299 Disc	3200	Ducting for coolers is free, provided it doesn't change size and/or shape of factory body panels. Springs up to 800#/in front and 1000 #/in rear allowed. Ducting of air to rotors is allowed. Tender springs 60-60-25, and spring holders ZT-1-X002A01 allowed. Removal of rotor dust shields is allowed. Sway bar size and configuration is free. 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 front and rear control arms allowed.
Porsche Cayman S (2006-2008)	96.0 x 78.0 3387	2416	18 x 9 (F) 18 x 10 (R)	245/40 (F) 295/40 (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	3000	Ducting for coolers is free, provided it doesn't change size and/or shape of factory body panels. Springs up to 800#/in front and 1000 #/in rear allowed. Ducting of air to rotors is allowed. Removal of rotor dust shields is allowed. Sway bar size and configuration is free. 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 Cayman S (2010)	96.0 x 78.0 3387	2416	18 x 9 (F) 18 x 10 (R)	245 (F), 295 (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	3100	Ducting for coolers is free, provided it doesn't change size and/or shape of factory body panels. Springs up to 800#/in front and 1000 #/in rear allowed. Ducting of air to rotors is allowed. Removal of rotor dust shields is allowed. 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. Sway bar size and configuration is free. Camber adjustment slots may be elongated. Porsche Motorsport rear and front control arms allowed. PDK allowed.
Saturn Sky / Convertible (07-09)	85.3 x 86.1 1998	2415	18 x 9.5	275/35	3.75, 2.26, 1.51, 1.00, .73	3.73	(F)296 Vented (R)278 Solid	3000	Detachable hardtop GM part #PCS-0664 shall be installed and convertible top shall be removed. Suspension option ZOK and Rear Spoiler (D52) allowed. Brake calipers and rotors from Chevrolet Cobalt SS (08-09) permitted. Any aftermarket top allowed, if material, size, shape and weight are the same as the factory top. Turbo Inlet restrictor 43 mm
Subaru Impreza WRX STi (03-07)	99.5 x 79.0 2457	2540	18 x 10	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: Phoenix Performance brake duct kit # IPBK01. AMS front and rear springs #AMS-SCCA-ST11 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. Max spring rate (F) 800 lbs/in, (R) 900 lbs/in. Turbo Inlet restrictor 45 mm Cold Air Intake allowed.
Subaru Impreza WRX STi (08-11)	99.6 x 79.0 2457	2624	18 x 10	275/45	3.64, 2.24, 1.52, 1.14, 0.97, 0.76	3.90 Front 3.55 Rear	(F)326 Vented (R)316 Vented	3300	800 psi front springs, 900 psi rear springs, 25mm front sway bar, 22mm rear sway bar permitted. Turbo Inlet restrictor 45 mm Cold air intake allowed.

All Cars is 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. Slotted ball joints on A-arms on double wishbone cars may be used for camber adjustment only.

- **OEM ECU only (Re-Flashing permitted)**
- Sway bars not specified, may be requested
- Parking Brake Assemblies may be removed
- Cold air intakes and headers may be allowed on a case by case basis to help maintain parity
- Cars over 3400 lbs. may be permitted to run up to a 9" wheel 275 sized tire unless specified

CLASS T3	Bore x Stroke(mm)/ Displ. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
ACURA TL TYPE S (07-08)	89.0 x 93.0 3471	2740	17 x 9	275/45 (F&R) Max	3.93, 2.48, 1.70, 1.25, 0.98, 0.77	3.29	(F) 310 Vented Disc (R) 282 Solid Disc	3600	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 (2010-13)	90.065 x 96.1 3664	2776	19 X 9 (F) 19 x 9 (R)	275/45 (F&R) Max	3.63, 2.12, 1.53, 1.13, 0.85, 0.69	3.84	(F) 320 x 28 Vented (R) 334 x 11 Solid	3450	1000 lb/in springs maximum 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. Brake package may include the following StopTech part numbers: 36.061.7419, 39R.061.7413, 39R.061.7414, 31.737.1101.87, 31.737.1102.87, 379.438.8131, 379.438.8132.
AUDI S4 (10-11)	84.5 x 89.0 2995	2809	18 X 9 (F&R)	255/35 (F&R)	3.67, 2.16, 1.52, 1.13, 0.92, 0.78	3.88	(F) 320 Vented (R) 286 Vented	3430	40 mm flat plate restrictor required. S tronic transmission permitted at 3480 lbs., Ratios: 3.692, 2.238, 1.559, 1/175, 0.915, 0.745, 0.617 . Max spring rate 600#/in front and rear.
AUDI TTS COUPE (10-11)	82.5 x 92.8 1984	2468	18 X 9 (F&R)	235/35 (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	3200	32 mm turbo inlet restrictor required. Max spring rate 600#/in front and rear.
BMW M3 (01-06)	87.0 x 91.0 3246	2731	18 x 9 (F) 18 x 9 (R)	255/35 (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. 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. Euro Header part #11 62 7 833 500 and 62 7 833 501 allowed. 48mm restrictor required. Restrictor must be placed in the front of the factory engine air intake manifold opening. The plate must seal the opening so that all air entering passes through the restrictor.
BMW 135i (08-13)	84.0 x 89.6 2679	2761	(F) 18 x 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) 30 mm Turbo Inlet Restrictor required. Max spring rate 600#/in front and rear.
BMW 335i (08-13)	84.0 x 89.6 2679	2761	(F) 18 x 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) 30 mm Turbo Inlet Restrictor required. Max spring rate 600#/in front and rear.
BMW 330i/Ci (01-03)	84.0 x 89.6 2979	2726	17 x 9 (F&R)	225/35	4.21, 2.45, 1.66, 1.24, 1.00	2.93	(F) 325 x 28 Vented Disc (R) 325 x 20 Vented Disc	3235	Racing Dynamics sway bar set (24mm & 21mm bars (one each)) is permitted. Max spring rate 600#/in front and rear.
BMW Z4 3.0L (03-04)	84.1 x 89.7 2986	2494	17 x 8 (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	3000	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 9 (R) 18 x 9	255/35 (F & R)	4.35, 2.50, 1.67, 1.23, 1.00, 0.85	3.62	(F) 345 Vented Disc (R) 328 Vented Disc	3500	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. 45mm restrictor required. Restrictor must be placed in the front of the factory engine air intake manifold opening. The plate must seal the opening so that all air entering passes through the restrictor.
BMW Z4 3.0si Coupe (07-08)	85.1 x 87.9 2996	2495	18 x 8(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	3150	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
Buick Regal (2011+)	86.0 x 86.0 1998	2631	18 x 8 (F) 18 x 8 (R)	235/45 (F) 235/45 (R)	3.38, 1.76, 1.18, 0.89, 0.70	4.05	(F) 315 Vented Disc (R) 292 Solid Disc	3000	36mm Turbo Inlet Restrictor required Front control arms # CCS636 and CCS637 permitted. Any spring up to a maximum spring rate of 800 pounds may be used
Chevrolet Camaro V6 (2010+)	94.0 x 85.6 3564	2853	20 x 9.5 (F&R)	275/45 max	4.48, 2.58, 1.63, 1.19, 1.00, .75	3.27	(F)337 x 30 Vented Disc (R) 315 x 23 Vented Disc	3400	

Chevrolet Cobalt (05-07)	86.0 x 86.1 1998	2629	18 X 8 (F&R)	235/45	3.38, 1.76, 1.18, 0.89, 0.71	4.05	(F) 296 Vented Disc (R) 270 Solid Disc	3050	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 Three Supercharger kit, part #88958719 permitted. Optional rear sway bar max 42 mm (body and suspension mounting same as OEM). AEM cold-air intake (part# 21-532C) is permitted. Any spring up to a maximum spring rate of 800 pounds may be used. Brake calipers and rotors from Chevrolet Cobalt SS (08-10) permitted.
Chevrolet Cobalt SS (08-10)	85.3 x 86.1 1998	2631	18 x 8	235/45	3.38, 1.76, 1.18, 0.89, 0.70	4.05	(F) 315 Vented Disc (R) 292 Solid Disc	3050	Rear sway bar max 42 mm (body and suspension mounting same as OEM), GM Part #55206797 sensor allowed, Any spring up to a maximum spring rate of 800 pounds may be used. Front control arms # CCS636 and CCS637. Turbo Inlet Restrictor 35 mm
Dodge SRT-4 (03-05)	88.0 x 101.1 2458	2667	17 x 8 (F&R)	235/45	3.47, 2.05, 1.37, 0.97, 0.76	3.53	(F) 280 Vented Disc (R) 220 Solid Disc	3000	C & R Heavy Duty Radiator a/ Spal fan, part # 4051110300-DP allowed. 35mm turbo inlet restrictor required. Any spring up to a maximum spring rate of 800 pounds may be used. Rear sway bar max 42 mm (body and suspension mounting same as OEM),
Ford Focus ST (2013+)	87.5 x 83.1 2000	2649	18 x 8 (F&R)	235/45	3.38, 2.00, 1.32, 1.00, 0.675	3.xx	(F) 315 Vented Disc (R) 292 Solid Disc	3100	35mm turbo inlet restrictor required. Any spring up to a maximum spring rate of 800 pounds may be used. Optional rear sway bar max 42 mm (body and suspension mounting same as OEM)
Ford Mustang Mach I (03-04)	90.2 x 90.0 4601	2720	18 x 9 (F&R)	275(max) (F&R)	3.38, 2.00, 1.32, 1.00, 0.62	3.55	(F) 316 / 355 Vented Disc (R) 300 Vented Disc	3500	Bullitt springs allowed p/n 1R3Z-5310-CA (F), 1R3Z-5560-AA @. Steeda springs (F) 223-121-1000, (R) 223-SAM350RSR, rear sway bar 006-470, front sway bar bushings 122-4-5135-G, strut brace 555-5714, clutch cable 555-7041 and 555-7025, Cobra R brakes permitted. A flat plate restrictor with two 40 mm holes required directly behind throttle body.
Ford Mustang Coupe GT & Shelby GT 4.6L (05-10)	90.2 x 90.0 4601	2720	18 x 9 (F&R)	275(max) (F&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	3500	The following parts are allowed: Strut tower brace part #M20201-S197, Radiator #M-8005-S197, Ford Spring kit M-5300-K, sway bars M-5490-A, damper kit M-18000-A. A flat plate restrictor with two 40 mm holes required directly behind throttle body.
Ford Mustang V6 (11-13)	(95.490) x (86.70) / 226 CID	107.1	18 x 9.5	275(max) (F&R)	4.24, 2.54, 1.67, 1.24, 1.00, .70	3.31 or 3.55	(F) (316) x (30.0) Vented (R) (300) x (19.2) Vented	3450	The following parts are allowed: Ford Accessories Spoiler #AR3Z-6344210-CA Rear Axle Cover #M-4033-K, Spring Kit #M-5300A (M-5310-A-Front, M5560-A Rear), Strut Tower Brace #M-20201-S197, Swaybar Kit #M-5490, Jounce Bumper Kit # M-5570-A, Panhard Bar #M-4264-A, Rear Lower Control Arms #M-5649-R1, Rear Upper Shock Mount #M-18197-A, Boss 302R Steering EPAS Steering rack #M-3200-EPAS, Boss 302R/S ABS Module #M2353-C. 14" Brembo Brake Kit #M-2300-S permitted. Driveshaft from Alternate metallic driveshaft is allowed. Prothane front control arm bushings 6-220 and 6-218 and differential bushing 6-315 allowed.
Honda S2000 (all) (00-09)	87.0 x 90.7 2157	2400	18 x 8.5 (F/R)	245/50 Max	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	2.0L @ 2800 2.2L @ 2850	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. Comptech differential housing part #550-040 allowed. Springs and sway bars from 2008 S2000 CR allowed. CR front fascia, rear deck lid, and wing are permitted. Spring rate 600 lbs/in maximum allowed. Updating and backdating of flywheels between engine types is prohibited.
Hyundai Genesis Coupe (2010+)	86.0 x 86.0 1998	2819.4	19 x 8 (F) 19 x 8 (R)	245/50 (F) Max 245/40 (R) Max	4.229, 2.467, 1.671, 1.233, 1.000, 0.794	3.909	340.4 (F) 330.2 (R)	3200	31mm Turbo Inlet Restrictor required; Track Pack allowed
Lotus Exige S / S220 / Elise SC (07-10)	82.0 x 85.0 / 1796	2301	16x6.5 (F) 17x7.5 (R)	195/50 (F) 225/45 (R)	3.17, 2.05, 1.48, 1.17, 0.92, 0.81	4.53	(F) 288 Vented Disc (R) 288 Vented Disc (F) 308 Vented Disc (R) 288 Vented Disc	2200 S220: 2500	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	2150	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	2150	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. <i>Sector 111 Eliminator V3 permitted to replace rear panel.</i>
Mazda Mazdaspeed3 (07-09)	87.5 x 94.0 2260	2639	18 x 8 (F & R)	235/50	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	3000	35mm Turbo Inlet restrictor required: Rear sway bar max 42 mm (body and suspension mounting same as OEM). Any spring up to a maximum spring rate of 800 pounds may be used
Mazda Mazdaspeed3 (10-13)	87.5 x 94.0 2260	2309	18 x 8 (F & R)	235/50	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	3000	35mm Turbo Inlet restrictor required. Rear sway bar max 42 mm (body and suspension mounting same as OEM). Any spring up to a maximum spring rate of 800 pounds may be used.
Mazda MazdaSpeed Miata (04-05)	83.0 x 85.0 1839	2266	18 x 8 (F) 18 x 8 (R)	245/45 max	3.76, 2.27, 1.65, 1.26, 1.00, 0.84	4.10	(F) 269 Vented Disc (R) 277 Solid Disc	2600	Detachable hardtop shall be installed. Latches shall be replaced with positive fasteners. Convertible top assembly shall be removed. Mazdaspeed radiator part # 0000-01-5503 and suspension kit #K-SPEC-M5-SUS9 allowed. Canton Accusump #24-026. Flex-a-lite install sandwich #3965, and related hoses, valve, and bracket allowed. Bell Engineering (BEGI) 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.
Mitsubishi Lancer Ralliart (2009-2011)	86 x 86 1998	2635	18 x 8	245/45	3.15, 1.94, 1.39, 1.06, 0.81, 0.63	4.06	(F) 305 Vented disc (R) 278 Solid disc	3400	37mm turbo inlet restrictor required. Springs up to 800 #/in allowed. Rear sway bar max 42 mm (body and suspension mounting same as OEM).
Nissan 350Z Track/Touring/Standard/Nismo (03-08)	95.5 x 81.4 3498	2649	18 x 9 (F) 18 x 10 (R)	275/30 (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	DE Motor: 3200 HR Motor: 3275	The following are allowed: Track option Aero package, Rear diff cover Nismo part #99996-35TDC, Nissan Mtspts. Nissan heavy duty spring kit part #99996-65Z3OUS, Nismo sway bar kit #99996-RSZ3OUS.
Nissan 350Z Track/Touring/Standard/Nismo (03-08) Spec	95.5 x 81.4 3498	2649	18 x 9 (F) 18 x 10 (R)	275/30 (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	DE Motor: 3250 HR Motor: 3350	Nissan Motorsports: Shock Front left P/N E6110-SZ350 & Front right E6111-SZ350 & rear E6210-SZ350, Springs front P/N 54010-SZ350 & rear 55020-SZ350, F&R 5600S-SZ350, Front roll bar #54611-SZ350, Rear roll bar #562300-SZ350, Bushings P/N (54541, 54560, 55045, 55148, 55149, 55152, 55153, 55158, 56218) - RRZ30 allowed. Nismo flywheel permitted.
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) max 275/35 (R) max	3.79, 2.32, 1.62, 1.27, 1.00, .79	3.69	(F)320 x 28 Vented (R)320 x 16 Vented	3275	5300S-SS370 T-2 spring kit allowed; 54600-SS370 T-2 front and rear sway bar kit allowed. Sports Package is allowed. 2 - 38 mm flat plate restrictors required.
Saturn Ion Redline (04-07)	86.0 x 86.1 1998	2629	18 x 8 (F & R)	235/45	3.38, 1.76, 1.18, 0.89, 0.71	4.05	(F) 296 Vented Disc (R) 270 Solid Disc	3050	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 Three Supercharger kit, part #88958719 permitted. Optional rear sway bar max 42 mm (body and suspension mounting same as OEM). AEM cold-air intake (part# 21-532C) is permitted. Any spring up to a maximum spring rate of 800 pounds may be used Brake calipers and rotors from Chevrolet Cobalt SS (08-10) permitted.
Volkswagen GTI, Jetta GLI (06-10)	82.5 x 92.8 1984	2578	17 x 8 (F&R)	235/45 (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 @ 3100 STD @ 3050	Rear sway bar max 42 mm (body and suspension mounting same as OEM), Any spring up to a maximum spring rate of 800 pounds may be used. Turbo Inlet Restrictor 35 mm

All Cars is class permitted the following changes:

- No Interiors
- Shock/Springs OEM only, unless specified
- **Maximum 2.5** degrees of negative camber is allowed on front and rear suspensions.
- **OEM ECU only (Re-Flashing permitted)**
- Sway bars not specified, may be requested
- For the SSC cars moving up, the following updates are allowed in addition to the above allowances.

1. LSD

2. Aftermarket 7" wide wheels, minimum of 15 lbs.
3. Cold Air Intake
4. Non-adjustable shocks w/ threaded bodies
5. Catalytic converter removal
6. **OEM Bump stops**
7. 500 #/in max springs for strut cars, 800 #/in max springs for double wishbone cars.
8. 32mm OEM style rear sway bar allowed.

CLASS (T4)	Bore x Stroke (mm) / Displ. (cc)	Wheel-base (mm)	Track F & R (mm)	Wheel Size (in.) / Mat'l.	Tire Size (stock)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Acura Integra GS-R VTEC (3 or 4 door) (94-01)	81.0 x 87.2 / 1797	2571	1476 / 1471	15 x 7	205/50	3.23, 1.90, 1.36, 1.03, 0.79	4.4	(F) 262 x 21 Vented disc (R) 239 x 10 Solid Disc	2625	<i>Engine breather hose may be routed to a catch can; the resultant opening in the air box must be plugged.</i> Any non-adjustable shock absorber is allowed. The shock must be installed in the original mounting locations. Remote shocks are not permitted. Threaded shock bodies or adjusters may be used. Any spring up to a maximum spring rate of 800 pounds front and 800 pound rear may be used Cold Air Intake system allowed. OEM optional limited slip differential permitted. 32mm OEM style and configuration rear sway bar allowed. Catalytic Converters may be removed.
Acura RSX Type-S (02-06)	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 . 4 4.765	(F) 300 Vented Disc (R) 260 Solid Disc	2850	Factory limited slip from 06-08 Civic Si, P/N 41200-PNT-003 permitted. Acura suspension #08W60-56M allowed.
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, Sport Coupe (06-10)	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	2900	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 allowed. OEM optional limited slip differential permitted. 32mm OEM style and configuration rear sway bar allowed. Catalytic Converters may be removed.
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, up level 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 7 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	2500	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 allowed. OEM optional limited slip differential permitted. 32mm OEM style and configuration rear sway bar allowed. Catalytic Converters may be removed.
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	2730	<i>Engine breather hose may be routed to a catch can; the resultant opening in the air box must be plugged.</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 allowed. OEM optional limited slip differential permitted. 32mm OEM style and configuration rear sway bar allowed. Catalytic Converters may be removed.

CLASS (T4)	Bore x Stroke (mm) / Displ. (cc)	Wheel-base (mm)	Track F & R (mm)	Wheel Size (in.) / Mat'l.	Tire Size (stock)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Ford Focus ZX4 ST (05-06)	87.38 X 93.98 2300	2614	1496 / 1491	16 x 7	205/60	3.42, 2.14, 1.45, 1.03, 0.77	3.82	(F) 278 Vented Disc (R) 251 Solid Disc	2550	<i>Engine breather hose may be routed to a catch can; the resultant opening in the air box must be plugged.</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 allowed. OEM optional limited slip differential permitted. 32mm OEM style and configuration rear sway bar allowed. Catalytic Converters may be removed.
Ford Mustang V6 (05-10)	100.4 x 84.4 4000	2724	1582.5 / 1587.5	16 x 7 17 x 8 (F&R)	245/40 (max tire size)	3.75, 2.19, 1.41, 1.00, 0.72	3.31	(F) 292.1 Vented Disc (R) 299.8 Vented Disc	3450	ABS (option code 552) allowed. FR3 Handling Pack # M-2007-FR3V6 allowed. The kit includes: Dampers M-18000-A, Lowering Springs M-5300-N, Sway Bars M-5490-C, Strut Tower Brace M-20201-F. The ECU may be re-flashed by a Ford dealer to disable the speed limiting function; a letter from the dealer stating that this, and only this change, has been made shall be made available to race officials on demand. Ford Positraction LSD part #M-4204-C75 is allowed. Panhard bar, part # BAR-M-4264-A permitted; must be set at same length as a stock bar, center mounting hole to center mounting hole +/- 0.25 inch. An alternative steel drive shaft is permitted; this drive shaft is otherwise unrestricted, but no modifications to other components are permitted to facilitate its installation.
Ford Mustang V-6 (01-04)	96.8 x 86.0 3797	2573	1529 / 1539	16 x 7.5 Alum	225/55	3.37, 1.99, 1.33, 1.00, 0.67	3.27		3240	Ford Positrac LSD, part # M-4204-C75, premium trim package 012A allowed (ABS, traction control, 16 x 7.5 forged or cast aluminum wheels).
Honda Accord LX & EX (03-07)	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	2800	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 front and 800 pound rear may be used Cold Air Intake system allowed. OEM optional limited slip differential permitted. 32mm OEM style and configuration rear sway bar allowed. Catalytic Converters may be removed.
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	3100	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 front and 800 pound rear may be used Cold Air Intake system allowed. OEM optional limited slip differential permitted. 32mm OEM style and configuration rear sway bar allowed. Catalytic Converters may be removed.
99-00 Civic Coupe Si (99-00)	81 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	2530	<i>Engine breather hose may be routed to a catch can; the resultant opening in the air box must be plugged.</i> Any non-adjustable shock absorber is allowed. The shock must be installed in the original mounting locations. Remote shocks are not permitted. Threaded shock bodies or adjusters may be used. Any spring up to a maximum spring rate of 800 pounds front and 800 pound rear may be used Cold Air Intake system allowed. OEM optional limited slip differential permitted. 32mm OEM style and configuration rear sway bar allowed. Catalytic Converters may be removed.
Honda Civic Si (02-03)	86.0 x 86.0 1998	2570	1468 / 1469	15 x 7 Alum	195/60	3.06, 1.77, 1.21, 0.92, 0.74	4.50	(F) 262 (R) 260	2500	<i>Engine breather hose may be routed to a catch can; the resultant opening in the air box must be plugged.</i> Any non-adjustable shock absorber is allowed. The shock must be installed in the original mounting locations. Remote shocks are not permitted. Threaded shock bodies or adjusters may be used. Any spring up to a maximum spring rate of 800 pounds front and 800 pound rear may be used Cold Air Intake system allowed. OEM optional limited slip differential permitted. 32mm OEM style and configuration rear sway bar allowed. Catalytic Converters may be removed.
Honda Civic Si (06-11)	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	3125	Honda Sport Suspension Kit, part number 08W60-TS9-100 permitted. H&R Sport Springs P/N 51891 allowed.
Hyundai Elantra GLS (11-12)	81.0 x 87.2 1797	2649	1550/ 1562	15 x 7	195/65	3.62, 1.96, 1.29, 1.02, 0.87, 0.76	4.33	(F) 280x23 Vented (R) 262x10 Solid	2400	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 allowed. OEM optional limited slip differential permitted. 32mm OEM style and configuration rear sway bar allowed. Catalytic Converters may be removed.

CLASS (T4)	Bore x Stroke (mm) / Displ. (cc)	Wheel-base (mm)	Track F & R (mm)	Wheel Size (in.) / Mat'l.	Tire Size (stock)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
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	3150	Accusump permitted. 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 allowed. OEM optional limited slip differential permitted. 32mm OEM style and configuration rear sway bar allowed. Catalytic Converters may be removed.
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	2590	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 allowed. OEM optional limited slip differential permitted. 32mm OEM style and configuration rear sway bar allowed. Catalytic Converters may be removed.
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	2970	. 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 allowed. OEM optional limited slip differential permitted. 32mm OEM style and configuration rear sway bar allowed. Catalytic Converters may be removed.
Mazda3 s (04-09)	87.5 x 94.0 2260	2639	1529 / 1514	16x7 or 17x7	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	2650	ABS option allowed. Miata speedometer gear #M527-17-400A permitted. 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 allowed. OEM optional limited slip differential permitted. 32mm OEM style and configuration rear sway bar allowed. Catalytic Converters may be removed.
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	2915	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 allowed. OEM optional limited slip differential permitted. 32mm OEM style and configuration rear sway bar allowed. Catalytic Converters may be removed.
Mazda Protégé LX, ES (01-03)	83.0 x 92.0 1991	2610	1465 / 1470	15 x 7 Alum	195/50	3.31, 1.84, 1.31, 0.97, 0.76	4.11	(F) 259 x 23 Vented Disc (R) 201 x 36 Drum	2530	May update to MP3 specs. 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 allowed. OEM optional limited slip differential permitted. 32mm OEM style and configuration rear sway bar allowed. Catalytic Converters may be removed.
Mazda Protégé 5 (02-03)	83.0 x 92.0 1991	2610	1465 / 1470	16 x 7 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	2545	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 allowed. OEM optional limited slip differential permitted. 32mm OEM style and configuration rear sway bar allowed. Catalytic Converters may be removed.
Mazda RX-8, R3 (04-09)	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	3300	Mazdaspeed radiator #0000-01-8501 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. Catalytic converter may be removed.
Mazda MX-5 / Miata Sport (99-00)	83.0 x 85.0 1839	2266	1435 / 1461	15 X 7	195/50	3.14, 1.89, 1.33, 1.00, 0.81	4.3	(F) 255 Vented Disc (R) 252 Solid Disc	2450	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. Any non-adjustable shock absorber is allowed. The shock must be installed in the original mounting locations. Remote shocks are not permitted. Cold Air Intake allowed. 32mm OEM style and configuration rear sway bar allowed.

CLASS (T4)	Bore x Stroke (mm) / Displ. (cc)	Wheel-base (mm)	Track F & R (mm)	Wheel Size (in.) / Mat'l.	Tire Size (stock)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Mazda MX-5 / Miata (01-05)	83.0 x 85.0 / 1839	2266	1 5 " wheel: 1435 / 1461 1 6 " wheel: 1448 / 1474	16 x 7 Alum	1 5 " : 195/50 1 6 " : 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	2450	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. Any non-adjustable shock absorber is allowed. The shock must be installed in the original mounting locations. Remote shocks are not permitted. Cold Air Intake allowed. 32mm OEM style and configuration rear sway bar allowed.
Mazda MX-5 (06-08)	87.38 x 83.06 / 1999	2329	1491 / 1496	16 x 7 / 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 N o n - 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. 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. Front springs #0000-04-9700-08, rear springs #0000-04-9400-07, helper springs #0000-04-HLPR-EB, F/R sway bar kit #GRM5-8M-D16, front end links #0000-04-5499, rear end links #0000-04-5498. Mazda Motorsports Cold Air intake Part #0000-06-5150-KT allowed.
Mazda MX-5 (09-13)	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 Or 3.14, 1.89, 1.33, 1.00, 0.81 (5 spd)	4.10	(F)290 Vented Disc (R)280 Solid Disc	2600	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. 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. Front springs #0000-04-9700-08, rear springs #0000-04-9400-07, helper springs #0000-04-HLPR-EB, F/R sway bar kit #GRM5-8M-D16, front end links #0000-04-5499, rear end links #0000-04-5498. Mazda Motorsports Cold Air intake Part #0000-06-5150-KT allowed
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	3300	Rear sway bar: Mazdaspeed #GRMS-8M-L06-R and front sway bar #GRMS-8M-L06-F permitted.
Mini Cooper S (02-04)	77.0 x 85.8 / 1598	2467	1453 / 1461	16 x 7	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	2750	JCW struts (F)31 31 6 768 410 (R)33 52 6 768 412, springs (F)31 33 6 768 415 (R)33 53 6 768 418, and Mini Mania strut tower plate NMS7300 permitted. Factory limited slip from 05-06 Cooper S permitted. May de-camber wheels by the use of slotted adjusters at the top of the strut mounting plates. They shall be located on the existing chassis structure, utilizing the manufacturers original bolt holes and may not serve as reinforcement for that structure. 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
Mini Cooper S (05-06)	77.0 x 85.8 / 1598	2467	1453 / 1461	16 x 7.	195/55 or 205/55	o v e r a l l : 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. JCW struts (F)31 31 6 768 410 (R)33 52 6 768 412, springs (F)31 33 6 768 415 (R)33 53 6 768 418. May de-camber wheels by the use of slotted adjusters at the top of the strut mounting plates. They shall be located on the existing chassis structure, utilizing the manufacturers original bolt holes and may not serve as reinforcement for that structure. 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
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	3100	
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	3100	Factory Brembo brakes allowed. OEM optional limited slip differential permitted..
Nissan Sentra SER (02-03)	89.0 x 100.0 / 2488	2535	1476 / 1455	16 x 7	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	2725	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 allowed. OEM optional limited slip differential permitted. 32mm OEM style and configuration rear sway bar allowed. Catalytic Converters may be removed.

CLASS (T4)	Bore x Stroke (mm) / Displ. (cc)	Wheel-base (mm)	Track F & R (mm)	Wheel Size (in.) / Mat'l.	Tire Size (stock)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Nissan Sentra SER Spec-V (02-06)	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	2950	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 allowed. OEM optional limited slip differential permitted. 32mm OEM style and configuration rear sway bar allowed. Catalytic Converters may be removed.
Pontiac Firebird V-6 (96-02)	96.5 x 86.36 3790	2568	1542 / 1539	16 x 8	245/50	3.75, 2.19, 1.41, 1.00, 0.72	3.42	(F) 302 x 23 Disc (R) 305 x 25 Disc	3300	Performance option permitted, consisting of limited slip differential, uplevel steering rack, dual exhaust. GM PS cooler #10417037 allowed. Z-28 front sway bar (30mm) and rear sway bar (19mm) allowed. GM 1LE front (#26032907 32mm) and rear (#10021221 21 mm) sway bar allowed.
Pontiac Solstice (06-09)	88.0 x 98.0 2384	2415	1543 / 1561	18 x 8 Alum	245/45	3.75, 2.26, 1.37, 1.00, 0.73 or 3.75, 2.26, 1.51, 1.00, 0.73	3.91	(F) 296 Vented Disc (R) 278 Solid Disc	2900	Detachable hardtop GM part # PCS-0664 shall be installed (latches shall be replaced w/ positive fasteners), convertible top shall be removed. Limited slip differential (G80), factory ABS (JL), and suspension option (ZOK) allowed. Cold Air intake permitted.
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	2700	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 allowed. OEM optional limited slip differential permitted. 32mm OEM style and configuration rear sway bar allowed. Catalytic Converters may be removed.
Scion FR-S (2013+)	86 x 86.0 1998	2570	1519 / 1539	17 x 7	225/45	3.626, 2.188, 1.541, 1.213, 1, .767	4.10	(F) 295 Vented Disc (R) 290 Solid Disc	3175	
Subaru BRZ (2013+)	86 x 86.0 1998	2570	1519 / 1539	17 x 7	225/45	3.626, 2.188, 1.541, 1.213, 1, .767	4.10	(F) 295 Vented Disc (R) 290 Solid Disc	3175	
Subaru Impreza (non-turbo) (04-06)	99.5 x 79.0 2457	2524.8	1485.9 / 1480.9	16 x 7 (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	2935	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 allowed. OEM optional limited slip differential permitted. 32mm OEM style and configuration rear sway bar allowed. Catalytic Converters may be removed.
Subaru Impreza (2008-11)	99.5 x 79.0 2457	2620	1495 / 1495	16 x 7	205/55	3.45, 2.06, 1.45, 1.09, 0.78	3.90	(F) 255 x24 Vented (R) 280 x10 Solid	2950	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 allowed. OEM optional limited slip differential permitted. 32mm OEM style and configuration rear sway bar allowed. Catalytic Converters may be removed.
Toyota Celica GTS (00-05)	82.0 x 85.0 1796	2598	1488 / 1478	16 x 7	205/50	3.17, 2.05, 1.48, 1.17, 0.92, 0.73	4.53	(F) 280 Vented (R) 262 Solid	2725	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. 32mm OEM style and configuration rear sway bar allowed. Catalytic Converters may be removed.
Toyota Corolla XRS (05-06)	82.0 x 85.0 1796	2598	1488 / 1478	16 x 7	205/50	3.17, 2.05, 1.48, 1.17, 0.92, 0.73	4.53	(F) 280 Vented (R) 262 Solid	2725	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. OEM optional limited slip differential permitted. 32mm OEM style and configuration rear sway bar allowed. Catalytic Converters may be removed.
Toyota MR-2 Spyder 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		2370	Detachable hardtop shall be installed (latches shall be replaced w/ positive fasteners), convertible top shall be removed.

CLASS (T4)	Bore x Stroke (mm) / Displ. (cc)	Wheel-base (mm)	Track F & R (mm)	Wheel Size (in.) / Mat'l.	Tire Size (stock)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Volkswagen Rabbit 2.5 (06-07)	82.55 x 92.71 2481	2578.1	1540 / 1519	17 x 7	195/65	3.78, 2.12, 1.36, 1.03, 0.77	3.65	(F) 228 Vented Disc (R) 260 Solid Disc	2775	Any non-adjustable shock absorber is allowed. The shock must be installed in the original mounting locations. Remote shocks are not permitted. <i>Threaded</i> shock bodies or adjusters may be used. Any spring up to a maximum spring rate of 800 pounds may be used. Cold Air Intake system allowed. OEM optional limited slip differential permitted. 32mm OEM style and configuration rear sway bar allowed. Catalytic Converters may be removed.
Volkswagen Rabbit 2.5 (08-09)	82.55 x 92.71 2481	2578.1	1540 / 1519	17 x 7	195/65	3.78, 2.12, 1.36, 1.03, 0.77	3.65	(F) 228 Vented Disc (R) 260 Solid Disc	2950	Any non-adjustable shock absorber is allowed. The shock must be installed in the original mounting locations. Remote shocks are not permitted. <i>Threaded</i> shock bodies or adjusters may be used. Any spring up to a maximum spring rate of 800 pounds may be used. Cold Air Intake system allowed. OEM optional limited slip differential permitted. 32mm OEM style and configuration rear sway bar allowed. Catalytic Converters may be removed.

Appendix D: Majors

The US Majors Tour is a clustering of select National events designed to offer the opportunity to race in a touring series against the best amateur drivers in the SCCA. The Majors will be run in four geographic conferences. Each Conference will have its own champion.

The National racing calendar has grown in number of events while participation has declined. Very little separates a National event from a Regional event today. Pro and semi-pro series, and competing organizations' events, have also attracted our National drivers. To remain a motorsports leader, our National racing program needs to evolve.

On October 10th 2012, the following notes were presented to the Board of Directors by its Planning Committee. This is an outline for the US Majors Tour program in 2013 and for the direction of National Club Racing in 2014.

2013 Series Administration

1. Registration – MotorsportsReg (MSR) preferred provider
2. Stewards
 - a. Series Chief per Conference - appointed by the National Office in conjunction with the Chairman of the Executive Stewards and with input from the Executive Stewards
 - b. Series Chief Steward will work with the Division's Executive Steward and the Region's designated representative in determining the remainder of the event stewards. Local Stewards for each track provide local track/region operating experience
 - c. Series Chief Steward along with the Region's designated representative can make decisions – (change Supps, etc.)
 - d. Series Chief, Local Stewards and Region's representative work together to make decisions impacting the conduct of the event
3. National will provide an on-site Series Administrator to oversee the operational efforts of National
 - a. Serves as the primary point of contact between the Region and National related to the Tour obligations
4. National will provide a dedicated PR person to record the event activities and post updates on the Tour website
5. National promotes the Event as part of the US Majors Tour, including:
 - a. Event specific page on the SCCAMajors.com web site
 - b. Pre-event, at-event and post-event coverage on SCCAMajors.com
 - c. National and in-market press releases related to the event
 - d. Targeted personal communication with eligible drivers
 - e. All event trophies, commemorative towels & victory flags
 - f. Champagne for the Victory Circle festivities
 - g. Portable public address system for Victory Circle festivities

2013 Series Structure

1. Four Conferences with the goal of 6 weekends per conference = 24 quality race events
 - a. Includes 10 Super Tours
 - b. 14 other events with a maximum of 4 Invitational's
 - c. Test these events for true Invitational format= 5 race groups w/ 10 classes)
2. Conferences are open to all drivers; no restrictions
 - a. Drivers can enter as many Conferences as they wish
 - b. Only races in a given Conference will count for that Conference Championship
3. Events are Doubles
 - a. Single event formats to be approved on case-by-case basis
NOTE: 24 Doubles means that there will actually be 48 individual races
4. Driver awards ceremony to follow the Phoenix model of impound all with no down time in schedule
5. Majors Schedule Format
 - a. 2 and 3 day schedules available
 - b. Single and double formats available
 - c. Various race groupings (5 – 8) available
 - d. 7 race groups typical (5 groups with 2 classes each; 1 group open-wheel; 1 group closed-wheel)
6. Runoffs Qualification: a driver can earn an invitation by competing in USMT events.
7. Points
 - a. Positions 1 –20 pays points – uses points model to drive people to Majors events by paying more points for position and deeper in field
 - b. "Plus 10 Model" Standard national points 12, 9, 8 etc Plus 10.

Position	Standard Nat'l Points	Majors +10
1	12	22
2	9	19
3	7	17
4	6	16
5	5	15
6	4	14
7	3	13
8	2	12
9	1	11
10	0	10
11	0	9
12	0	8
13	0	7
14	0	6
15	0	5
16	0	4
17	0	3
18	0	2
19	0	1
20	0	1

2014

Following the 2013 season, "National" racing will be phased out, with the U.S. Majors Tour serving as the top level of a two-tier SCCA Club Racing program in 2014. The Majors program focused on clustering the best and toughest competition and Regionals focused on local racing programs

The changes over the next year will take the US Majors Tour and provide a definitive difference in event types through a series managed by the SCCA National Headquarters. For non-Majors events, this change will remove the limitations that holding a National event have historically placed on our Regions, providing the flexibility needed to customize their Regional Racing programs

Bullet points for 2014

1. New two-tier SCCA Club Racing program in 2014
 - a. The Majors program focused on clustering the best and toughest competition
 - b. Regionals focused on local racing
2. Simplify event types as learned through 2013 season
3. Open to Development
4. A path to the National Championship Runoffs will exist through both the Majors and for those that want to race just within their division.

Details of the 2014 path are still being determined, although the Board has committed for paths to exist for Runoffs-eligible classes through both the U.S. Majors Tour and Regional Racing.

CLUB RACING BOARD

SCCA Club Racing Board Minutes | October 2, 2012

The Club Racing Board met by teleconference on October 2, 2012. Participating were Jim Wheeler, Chairman; Chris Albin, Tony Ave, Fred Clark, Jim Drago, Peter Keane, Mirl Swan, and Pam Richardson, secretary. Also participating were: Todd Butler and Richard Patullo, BoD liaisons; Terry Ozment, Vice President of Club Racing; Butch Kummer, Director of Club Racing; John Bauer, Technical Manager, Club Racing; Ryan Miles, Technical Coordinator, Club Racing; and Bob Dowie. 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. #8972 (Allen Davis) FIA Homologated Racing Seats

Thank you for your letter. Change GCR 9.3.41:

9.3.41. SEATS

The driver's seat shall be a one-piece bucket-type seat and shall be securely mounted. The back of the seat shall be firmly attached to the main roll hoop, or its cross bracing, so as to provide aft and lateral support. Seats *that have been* homologated to and mounted in accordance with FIA standard 8855-1999, or *seats that have been certified to* FIA Standard 8862-2009 or higher need not have the seat back attached to the roll structure. Seats with a back not attached to the main roll hoop or its cross bracing may be mounted on runners only if they were part of the FIA homologated seats assembly specified in an FIA homologated race car. The homologation labels must be visible. Seat supports shall be of the type listed on FIA technical list No.12 or No. 40 (lateral, bottom, etc). Passenger seat back—if a folding seat, it shall be securely bolted or strapped in place.

2. #9304 (Greg Amy) Change to Turbo Inlet Restrictor Definition

In Appendix F. Technical Glossary, change the definition of Turbo Inlet Restrictor (TIR):

Turbo Inlet Restrictor - A system to limit engine performance that meets these criteria. The inlet restrictor shall have a single, circular opening through which all inlet air passes. The **maximum ID of the restrictor** is listed on the vehicle's spec line. The restrictor's maximum ID must be maintained for at least 3 mm. **This 3 mm restrictor segment shall** be placed within 50 mm of the rotating section (impeller assembly) of the pressurizing unit. *On engines where the approved turbo prohibits meeting this distance, different locations may be approved by the CRB on a case by case basis. If an alternative location is approved, the entire restrictor assembly shall have a maximum length of 50 mm.* There shall be no other provisions for airflow to the turbocharger other than through this single orifice.

Formula/Sports Racer

FC

1. #8803 (Jay Ivey) Reduce the Weight of the FF1600 and 2.0 Ford Rods.

Thank you for your request. Change the below items in the GCR and in the file located at <http://www.scca.com/clubracing/content.cfm?cid=44472> (Proposed FF/FC Reorganization):

9.1.1.B.3.f.3, 4, and 5:

3. AE Hepolite piston P/N 21426, casting P/N 21426 (AE Hepolite) with rings, pin, connecting rod (with bolts), but without bearings: Minimum permitted weight = ~~1240~~ **1215** grams.

4. CP piston P/N IV 2.0 LTR with rings, pin, connecting rod (with bolts), but without bearings: Minimum permitted weight = ~~1240~~ **1215** grams. Part number and Ivey logo stamped on wrist pin bosses.

5. JE piston P/N M-6102-B200 with rings, pin, connecting rod (with bolts), but without bearings: Minimum permitted weight = ~~1240~~ **1215** grams.

9.1.1.D.1.j: j. **Connecting Rods**

Any ferrous connecting rod may be used provided it meets a minimum weight of ~~630~~ **620** grams and has a center to center length of 4.925 +/- 0.020 inches. (Note: Weights include cap, bolts, and small end bush, but not big end bearing shells).

9.1.9.B.5.f.3, 4, and 5:

3. AE Hepolite piston P/N 21426, casting P/N 21426 (AE Hepolite) with rings, pin, connecting rod (with bolts), but without bearings: Minimum permitted weight = ~~1240~~ **1215** grams.

4. CP Pistons P/N IV 2.0 LTR with rings, pin, connecting rod (with bolts), but without bearings: Minimum permitted weight = ~~1240~~ **1215** grams. Part number and Ivey logo stamped on wrist pins bosses.

5. J&E piston P/N M-6102-B200 with rings, pin, connecting rod (with bolts), but without bearings: Minimum permitted weight = ~~1240~~ **1215** grams.

Grand Touring

GT

1. #9327 (GT Committee) Engine Location Definition

In 9.1.2.F.4.e13 add: 13. Engine and transmission mounts may be of alternate shape and/or material. Cars with engines mounted longitudinal to the chassis MAY relocate the engine in a longitudinal, not lateral, direction within the following restrictions: (Note: A tolerance of up to a 1.0 inch setback is allowed if the engine is relocated.) *OEM body-engine combinations run in their stock locations are allowed. Stock engine location is defined such that the forward-most spark plug is within 1.0 inch of the stock location compared to the front axle centerline.*

GTL

1. #8971 (Jim Zirkel) Allow Cross Flow Heads

Thank you for your letter. Insert spec line below into GTL CARS - BLMI, Engines - BMC thru Rover Group, between lines 6 and 7.

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
	OHV	2.78 x 3.20 (70.6 x 81.33) alt. bore: 73.5 max. or 74.0 max.	1275 1380 1399	<i>Alum. Crossflow</i>	2	<i>Unrestricted 24.5mm SIR 24.5mm SIR</i> <i>Unrestricted 24.5mm SIR 24.5mm SIR</i>	<i>1275@1650 1380@1850 1399@1889</i> <i>Sprite/Midget</i> <i>1275@1810 1380@2010 1399@2050</i>	<i>See all notes above. Pierce 7 port alum. crossflow cylinder head part #99003.849 is allowed. Mini Spares 8 port alum. Crossflow cylinder head part #C-AHT346 is allowed.</i>

Improved Touring

ITA

1. #9410 (SCCA Staff) Re-Classify the Honda CRX 1.5L (standard) (88-91) to ITB

Reclassify the ITA Honda CRX 1.5L (standard) (88-91) to ITB as classified in ITA with the following exceptions:

Weight: ~~2000~~ **2110**

Gear Ratios: ~~3.25, 1.65, 1.03, 0.82 or~~ 3.25, 1.89, 1.26, 0.94, 0.77

Super Touring

STU

1. #9413 (ST Committee) Change Lotus STU Spec Line

Correct letter #8975 (September 2012 Fastrack): In Table A. Alternate Vehicle Allowances, STU, for, Lotus SC1/Lotus Exige SC, change Notes: ~~Open pulley and injectors; OEM camshaft lift at 2400 lbs. Stock SC pulley, and injectors permitted at 2200 lbs.~~ *Minimum Supercharger 2.7" pulley, of 2.7" diameter is allowed, open injectors, OEM camshaft at 2400 lbs. Stock SC pulley and injectors permitted at 2200lbs.*

ST

1. #9412 (ST Committee) Change Weight/CC Chart in STU, STL

Change Weights and Engine Allowances in GCR/STCS (STL) 9.1.4.3.1:

Weights and Engine Allowances

Minimum weights for cars with normally aspirated piston engines will be determined by 1.35 lbs/cc displacement for the installed engine (see following table). Displacement is the factory displacement for the installed engine. *For the purpose of weight assignment, engine displacement will be rounded to the nearest 50cc (e.g., 2176cc = 2200cc and 2175cc = 2150cc).*

Factory Displacement (cc's)	Engine Minimum Weight in Lbs
1300	1755
1350	1823
1400	1890
1450	1958
1500	2025
1550	2093

1600	2160
1650	2228
1700	2295
1750	2363
1800	2430
1850	2498
1900	2565
1950	2633
2000	2700

Change Weights and Engine Allowances in GCR/STCS (STU) 9.1.4.2.I:

Weights and Engine Allowances

Minimum weights for cars with normally aspirated piston engines will be determined by 1.1 lbs/cc displacement for the installed engine (see following table). Displacement is the factory displacement for the installed engine. **For the purpose of weight assignment, engine displacement will be rounded to the nearest 50cc (e.g., 2176cc = 2200cc and 2175cc = 2150cc).**

Factory Displacement (cc's)	Engine Minimum Weight lbs
1600	1760
1650	1815
1700	1870
1750	1925
1800	1980
1850	2035
1900	2090
1950	2145
2000	2200
2250	2475
2300	2530
2350	2585
2400	2640
2450	2695
2500	2750
2550	2805
2600	2860
2650	2915
2700	2970
2750	3025
2800	3080
2850	3135
2900	3190
2950	3245
3000	3300
3050	3355
3100	3410
3150	3465
3200	3520

STL

1. #7717 (Corey Roun) Front Splitter

Thank you for your letter. Change the following in the GCR/STCS:

Delete 9.1.4.1.B.1 (STO splitter) entirely.

Delete 9.1.4.2.B.1 (STU splitter) entirely

Delete 9.1.4.3.B.1 (STL splitter) entirely.

Replace 9.1.4.D (STCS general section, Aerodynamic Devices) with the following:

D. Aerodynamic Devices

1. Front Air dam

a. A front spoiler/air dam may be added. It shall not protrude beyond the overall outline of the body when viewed from above perpendicular to the ground, or aft of the forward most part of the front fender opening.

b. The spoiler/air dam shall be mounted to the body, and may extend no higher than four (4) inches above the horizontal centerline of the front wheel hubs. The air dam shall have no support or reinforcement extending aft of the forward most part of the front fender wheel opening.

c. The minimum ride height of the air dam is 3.0 inches.

d. Openings are permitted for the purposes of ducting air to the brakes, cooler(s), and radiator(s).

2. Undertray

- a. *An undertray may be added. The undertray may close out the underbody from the leading edge of the approved bodywork (including air dam) back to the centerline of the front axle.*
- b. *The minimum ride height of the undertray is 3.0 inches.*

3. Splitter

- a. *Definition: A horizontal, single-plane aerodynamic device attached to the lower front of the vehicle, protruding forward. It is intended to divert air and produce downforce through vertical pressure differential. A splitter shall have no vertical deviations.*
- b. *A front splitter may be added. A maximum of 4 rods or cables may be used to support the front and/or sides of the splitter. No other material(s) may be used external to the body to support the splitter.*
- c. *The front splitter must not extend more than 2.0 inches past the original or approved bodywork as viewed from above for the entire profile of the splitter.*
- d. *No part of the splitter shall extend laterally any further than the widest point of the outside sidewall of the front tires with the wheels pointed straight ahead.*
- e. *The splitter may have vertical deviations, fences, etc., only if they are part of the production bodywork for street use.*
- f. *The minimum ride height of the front splitter is 3.0 inches.*

Re-number "9.1.4.D.2. Rear Wing" to "9.1.4.D.4. Rear Wing" and retain verbiage as is.

2. #9517 (Club Racing Board) Approve STL as National Class for 2013
The CRB requests approval for STL to be a National Class for 2013.

American Sedan

None.

Spec Miata

None.

Touring/Showroom Stock

B-Spec

1. #9525 (Club Racing Board) Approve B-Spec as National Class for 2013
The CRB requests approval for B-Spec to be a National Class for 2013.

WHAT DO YOU THINK?

None.

MEMBER ADVISORIES

None.

NOT APPROVED BY THE CRB

GCR

1. #9160 (Viet-Tam Luu) Allow E85 Fuel in Suitable Cars

Thank you for your request. This fuel is not compatible with SCCA fuel testing supplies and therefore could not be determined to be compliant or non-compliant. The CRB has no plans to add this fuel for Club Racing competition.

Formula/Sports Racing

None.

Grand Touring

None.

Improved Touring

ITA

1. #8249 (Bowie Gray) Add Weight to BMW 325e

Thank you for your request. The car's weight is correct as classified. The CRB will continue to monitor performance.

2. #9195 (Tim DeRonne) Re-Class ITA Escort to ITB

Thank you for your letter. The CRB believes the car is correctly classified.

3. #9229 (Kurt Thiel) Weight Reduction, 94-97 miata

Thank you for your letter. The car's weight is correct as classified.

IT

1. #9234 (Steve Elicati) Re-classify the 90-93 Mazda Protege and 91-95 Escort GT to ITB

Thank you for your letter. The CRB believes the car is correctly classified.

American Sedan

1. #8843 (John Payne) Reduce Weight for the Use of 350ci Engine in Class by 200 lbs

Thank you for your request. The car's weight is correct as classified.

Spec Miata

None.

Touring/Showroom Stock

None.

PREVIOUSLY ADDRESSED

Super Touring

ST

1. #9176 (Matt Blehm) Error in Prelim Minutes Letter #9046

Thank you for your letter. Please see the final version of letter #9046 in the October 2012 Fastrack.

NO ACTION REQUIRED

GCR

None.

Formula/Sports Racing

None.

Grand Touring

GT

1. #9095 (Rick Henschel) Engine Placement in GT2-GTL

Thank you for your letter. OEM body-engine configurations run in their stock locations are allowed. Please see letter #9327.

GT3

1. #9032 (Ken Nelson) Rear Wing Length Clarification

Thank you for your question. If you mount the Gurney tab as you describe, your wing will not be compliant. 10.75" is a maximum inclusive of the Gurney tab.

GTL

1. #9025 (Gary Johnson) Misc. Adjustments

Thank you for your request. All items in this letter have been previously addressed in Fastrack as well as personal exchanges by email and/or with the SCCA Technical Department. Item 1, please see April 2010 Fastrack, letter #1109. Item 2, please see October 2012 Fastrack, letter #8971. Item 3, please see April 2012 Fastrack, letter #7231. The CRB has no plans to change these decisions.

2. #9154 (Kyle Disque) Support GTL Proposed Changes

Thank you for your letter. Please see letter #8749 in the September 2012 Fastrack.

Improved Touring

ITB

1. #7001 (Steven Ulbrik) Please Re-Classify 4AGE Powered Cars with New Information

Thank you for your letter. Please see letter #6953 (Technical Bulletin).

2. #7306 (Art Jaso) Reduce the Weight of the MR2 - Dyno Sheet

Thank you for your letter. Please see letter #6953 (Technical Bulletin).

3. #7323 (Stephen Beckley) Reduce the Weight of the 85-89 MR2
Thank you for your letter. Please see letter #6953 (Technical Bulletin).

4. #7348 (Franklin Dam) Reduction of ITB MR2 by 95 lbs
Thank you for your letter. Please see letter #6953 (Technical Bulletin).

5. #7357 (Carlos Schooler) Reduce MR2 Weight by 95 lbs
Thank you for your letter. Please see letter #6953 (Technical Bulletin).

6. #7655 (Daniel Keane) Reduce the Weight of the 86-89 Accord
Thank you for your letter. Please see letter #7634 (Technical Bulletin).

7. #8339 (IT Committee) MR2 Gear Ratios
Thank you for your request. Please see letter #6953 (Technical Bulletin).

8. #9054 (Tony Swan) Reduce Minimum Weight of 1988 Honda Accord iLX
Thank you for your input. Please see letter #7634 (Technical Bulletin).

IT

1. #7324 (William Griffith) MR2 Weight
Thank you for your letter. Please see letter #6953 (Technical Bulletin).

2. #9062 (Demetrius Mossaidis) IT Rules Interpretation Request - Air Dam/Spoiler Topics
Thank you for your letter. The rule is correct as written.

Production

None.

Super Touring

STU

1. #9382 (Marc Hoover) PARITY
Thank you for your input. Your suggestion is being considered by the CRB for 2013.

2. #9383 (Marc Hoover) PARITY
Thank you for your feedback. The CRB will take your suggestions into consideration.

3. #9395 (Patrick Lipsinic) Higher Compression Impreza 2.5 RS
Thank you for your request. If the VTS sheet from World Challenge cannot be found, you should prepare your car to current STU rules.

STL

1. #9191 (Earl Richards) Allow All IT Cars to Compete in STL
Thank you for your feedback. The CRB recognizes that no ITS/A/B/C car should be faster than a fully-prepared STL vehicle and that being inclusive with IT cars for STL is good for everyone. However, ST class philosophy is engine-centric and allowing any cars in from IT with larger engines than specified for any given ST class would be counter to the ST class philosophy. The CRB encourages you to participate in STU which most likely will be paired in a race group with STL, and hence would give you the opportunity to race with ITA-based STL cars, even though your car would be in STU.

2. #9384 (Marc Hoover) Parity RX8 v Miata
Thank you for your feedback. The CRB will take your suggestions into consideration.

American Sedan

1. #9027 (Jerry Hooten) Disable ABS by Removing System Fuse
Thank you for your request. The proposed 2013 American Sedan ruleset does not specify the method of disabling the ABS, only that it is the responsibility of the competitor to provide proof of the ABS system disabling.

2. #9524 (Club Racing Board) October 2012 Changes to Proposed AS Rules and Spec Lines
Make the following changes at: <http://scca.cdn.racersites.com/prod/assets/Proposed2013ASSpeclines>

Change Specification line for Chevrolet/Pontiac Camaro and Firebird (93-97) Restricted Prep.

Chevrolet/ Pontiac Camaro & Firebird (93-97) Restricted Prep.	101.1	2.97, 2.07, 1.43, 1.00, 0.80, 0.62 <i>or 3.36, 2.07, 1.35, 1.00, .80, .62</i>	12.2 x 1.27 Disc	3200	A .060 in. thick SIR may be added to maintain performance parity within the class. Max. Wheel Size: 16 x 8 17 x 9. Stock brakes <i>must be retained when using authorized wheels larger than 16 x 8. Installation of ASedan specification brakes requires the use of 16 x 8 wheels. GM Performance Parts camshaft Kit P/N-12480002 is permitted.</i>
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Change Specification line for Ford Mustang Coupe GT (05-09) Restricted Prep.

Ford Mustang Coupe GT 4.6L (05-09) Restricted Prep.	107.1	3.38, 2.00, 1.32, 1.00, 0.68	(F) 335 316/355 Vented Disc (R) 300 Vented Disc	3250	A .060 in. thick SIR may be added to maintain performance parity within the class. Max. Wheel Size: 17 x 9 18 X 9.5. Stock brakes <i>or alternate Ford 14" Brembo Brake (Ford Racing Kit #M-2300-S)</i> must be retained when using authorized wheels larger than 16 x 8. Installation of ASedan specification brakes requires the use of 16 x 8 wheels. <i>Cold Air Intake, Ford Racing Part M-9603-M463 is permitted. Replacement exhaust manifolds, or "headers," may be used. Cylinder head mounting flange(s) shall be no thicker than 0.375 inch, and tubing diameter shall be no greater than 1.625 inch O.D., measured at any tube location one (1) inch from the flange to the collector.</i>
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Classify Chevrolet Camaro SS (V8) (10-13) Restricted Prep. And Ford Mustang Coupe GT 5.0L (11-13) Restricted Prep.

<i>Chevrolet Camaro SS (V8) (10-13) Restricted Prep.</i>	112.3	3.01, 2.07, 1.43, 1.0, .84, .57	(F) 355 mm X 32.1mm Vented Disc (R) 300 mm X 19.2Vented Disc	275 Tire: 3700 295 Tire: 3750	Max wheel size 20 X 10. Stock brakes <i>must be retained when using authorized wheels larger than 16 X 8. Installation of ASedan specification brakes requires the use of 16 X 8 wheels. A single inlet restrictor 50 mm (max) X .60" +/- .005" is required, and must be placed in the front of the factory throttle body manifold opening. The plate must seal the opening so that all air entering passes through the restrictor.</i>
<i>Ford Mustang Coupe GT 5.0L (11-13) Restricted Prep.</i>	107.1	3.66, 2.43, 1.69, 1.32, 1.00, 0.65	(F) 335/355 Vented Disc (R) 300 Vented Disc	275 Tire: 3600 295 Tire: 3650	Max. Wheel Size: 18 x 10. Stock brakes <i>or alternate Ford 14" Brembo Brake (Ford Racing Kit #M-2300-S)</i> must be retained when using authorized wheels larger than 16 x 8. Installation of ASedan specification brakes requires the use of 16 x 8 wheels. 50 mm flat plate restrictor required.

Make the following changes at: <http://scca.cdn.racersites.com/prod/assets/Proposed2013ASRules.pdf>

9.1.6.D.3.b: Restricted preparation cars only:

4. ~~OEM driveshafts must be utilized.~~ *OEM driveshafts may be replaced with any one piece driveshaft of steel or aluminum construction.*
5. ~~OEM or factory equivalent u-joints must be utilized.~~
6. Balancing of the driveshaft is permitted. Removal of material solely for the purposed of balancing is permitted.
- 7.5. Driveshaft loops are permitted/recommended.

9.1.6.D.7.d.5:

5. ~~Steel, aluminum, or fiberglass hoods including cowl hoods up to 3" may be used~~ *may include a sealed protrusion above the hood's external profile not to exceed 3 inches in height.* Otherwise the external profile of the hood shall remain stock.

Spec Miata

None.

Touring/Showroom Stock

None.

RESUMES

None.

CLUB RACING TECHNICAL BULLETIN

DATE: October 20, 2012
 NUMBER: TB 12-11
 FROM: Club Racing Board
 TO: Competitors, Stewards, and Scrutineers
 SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
 All changes are effective 11/1/2012 unless otherwise noted.

GCR
 None.

Formula/Sports Racer

FF

1. #9035 (Lee Niffenegger) Update Part Numbers for Honda Fit FF Engine
 In section 9.1.1.D.3.b.1, update the block part numbers for the Honda Fit engine package as follows:
 "The only permitted cylinder block is Honda PN: 11000-RP3-810 (2009-2010) / (11000-RTW-810 (2010-2012))"
 In section 9.1.1.D.3.f.1, update the cylinder head part numbers for the Honda Fit engine package as follows:
 "The only permitted heads are Honda PN: 12200-RB0-G00 (2009-2010) / 12200-RP3-A00 (2010-2012) (US spec) and 12200-RB0-000 (Japan Spec)."

Grand Touring

GTL

1. #9325 (GT Committee) Committee E/O GTLite Mini Cooper and Sprite/Midget. weight
 In GTL, BMC thru Rover Group engine, change the weight for the 1399cc engine as follows:
 1399cc @ 4660 **1620**
 Sprite/Midget: 1399cc @ 4820 **1780**

Improved Touring

ITR

1. #6573 (Dale LaGasse) propose 1986 mustang gt for ITR
 Classify the 1986 Ford Mustang in ITR as follows:

ITR	Engine Type	Bore Stroke(mm) Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Note
Ford Mustang GT(1986)	OHV	8 cyl 101.6 x 76.2 4942	(I) 45.3 (E) 36.9	9.2	101.3	17	2.95, 1.94, 1.34, 1.00, .63	(F) 255 Disc (R) 229 Drum	2915	

ITB

1. #6953 (Art Jaso) Reduce weight of 85-89 MR2 by 100 lbs
 In ITB, Toyota MR2 1.6L (85-89), make the following changes:
 weight: ~~2430~~ **2335**
 Gear Ratios: 3.17, 1.90, 1.31, 0.97, 0.82 & ~~3.23, 1.91, 1.26, 0.92, 0.73~~

2. #7634 (Christopher Childs) Reduce the weight of the 86-88 Accord
 In ITB, Honda Accord Lxi 12V Coupe & HB (86-89), change the weight as follows:
~~2650~~ **2550**
 In ITB, Honda Accord SE-i (1989), change the weight as follows:
~~2650~~ **2550**

3. #8340 (IT Committee) Honda cleanup
 In ITB, Honda Civic DX (2&4 Door) (92-95), correct the wheelbase as follows:
~~2 & 4 door: 103.2~~ 3 door: 101.3 **103.2**
 In ITB, Honda Civic DX (3 Door) (92-95), correct the wheelbase as follows:
~~2 & 4 door: 103.2~~ 3 door: 101.3 **101.3**

IT

1. #6379 (Ronald Earp) Classification of Two Cars into IT 4th gen Camaro

ITS	Engine Type	Bore Stroke(mm) Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:

Chevrolet Camaro 3.4L (93-95)	6 OHV	cy 3350	192 x 84 3350	(I) 43.7 (E) 36.3	9.0:1	101.1	16	3.75, 1.41, 0.74	2.19, 1.00,	(F) 272 Vented Disc (R) 241 Drum	2680	
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Production

None.

Super Touring

ST

1. #9303 (Greg Amy) APR Wings, STU/L

In section 9.1.4.2.B.2.f (STU), correct the APR wing specs as follows:

"APR performance wing GTC-200 **"SCCA Spec" wing**, part #AS-104801, variable cord length (8.75" inner **chord** /6.75" Outer), is permitted."

In section 9.1.4.3.B.2.f (STL), correct the APR wing specs as follows:

"APR Performance GTC-200 **"SCCA Spec" wing**, part #AS-104801, variable cord length (8.75" Inner/6.75" Outer), 48" span, 9.5" long end plates, is permitted. Wing must comply with class maximum assembly width regulations."

APR performance GTC-200 "SCCA Spec" wing, part #AS-104801, variable cord length (8.75" inner chord), is permitted.

2. #9330 (Eric Heinrich) Wing endplate dimension definition

In section 9.1.4.1.B.2.b (STO), clarify as follows:

"Wing end plates must not exceed 144.0 square inches **each**."

In section 9.1.4.2.B.2.e (STU), clarify as follows:

"Wing end plates must not exceed 64.0 square inches **each**."

In section 9.1.4.3.B.2.e (STL), clarify as follows:

"Wing end plates must not exceed 64.0 square inches **each**."

3. #9411 (ST Committee) Change max tire size for STU, STL

Add section under STU 9.1.4.2.I Tires Max section width 245. Move I weights and allowances to new section J

Add section under STL 9.1.4.3.I Tires Max section width 225. Move I Weight requirements to new section J

STL

1. #8714 (Kirk Knestis) Add alternate VW ABF 2.0 16v engine to STL.

In STL, classify the Volkswagen ABF as follows:

Volkswagen ABF/1984/Chart

2. #9306 (Greg Amy) Renesis/Rotaries/RWD in STL

In section 9.1.4.3.G, clarify section 2 and 3 as follows:

2. Rotors - ~~The standard production rotors~~ or Any 1- or 2-piece ferrous rotors that do not exceed 290mm in diameter and 28mm in thickness are permitted.

3. Calipers - ~~The standard production calipers~~ or Any 4-piston or fewer calipers may be used.

In section 9.1.4.3.I.3, change the weight penalty as follows:

Rear wheel drive cars in STL must add ~~2-5~~ **3.5** percent of their standard STL weight.

American Sedan

None.

Spec Miata

1. #9429 (Club Racing Board) Clarification SM Taping of Radiator

In section 9.1.8.C.1.o.5, clarify the paragraph as follows:

"A radiator screen of 1/4 inch minimum mesh may be added in front of the radiator and contained within the bodywork. **Tape and/or other materials may not be applied to the mesh or in the radiator opening in the bodywork. Tape or other materials may only be added directly to the radiator.**"

Touring/Showroom Stock

None.

CLUB RACING COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

John Annis vs. SOM COA Ref. No 12-12-SE
September 13, 2012

FACTS IN BRIEF

On August 11, 2012, at the Central Florida Region Double SARRC Regional Race at Daytona International Speedway, John Annis (SRF #87) protested Mick Robinson (SRF #75) for violating 2012 GCR Section 6.11.1. (Rules of the Road). Mr. Annis alleged that Mr. Robinson did not allow racing room and that he initiated several instances of body contact during the course of the race. The Stewards of the Meeting (SOM) Richard Babcock, Doug Puckett, Norm Esau, Martyn Eastwood, Sandy Jung, Pax Lemmon, and William Merrill, Chair, interviewed both drivers, witnesses, watched video and reviewed various written statements. The SOM upheld Mr. Annis' protest finding that responsibility for the contact fell to both Mr. Annis and Mr. Robinson, and directed that penalty points be placed on the licenses of both Mr. Annis and Mr. Robinson.

Mr. Annis appealed the decision of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Tom Hoffman, Jack Marr and Michael West, Chairman, met on September 6 and 13, 2012 to review, hear and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from John Annis, received August 21 2012.
2. Official Observer's Report and related documents including in-car video from car #08 SRF (McKibben) received August 21, 2012.
3. Report of telephone conversation between Michael West and William Merrill on September 2012.

FINDINGS

After careful review of both the witness statements and in-car video, the COA finds that the contact was incidental with responsibility falling to both Mr. Annis and Mr. Robinson. No undue aggression by either party was observed. Mr. Annis offered no new evidence to the contrary.

The penalty of points only without imposing a specific penalty is not available to the SOM within the GCR. Therefore, the COA finds that the SOM erred in directing that only penalty points were to be placed on Mr. Annis' and Mr. Robinson's licenses

DECISION

The Court of Appeals overturns the decision of the SOM in its entirety based on procedural error. Any penalty points awarded to Mr. Annis or Mr. Robinson by this action are removed.

Mr. Annis' appeal is well founded and his appeal fee, less administrative costs retained by SCCA, will be returned.

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Michael Kehoe vs. SOM COA Ref. No. 12-13-CN
September 27, 2012

PRIOR PROCEEDINGS AND FACTS IN BRIEF

At the Kettle Double Regional on August 25, 2012 at Road America, Kevin Coulter, Assistant Chief Steward (ACS) submitted a Request For Action (RFA) to investigate contact among three cars on the first lap of Race 5 at Turn3. The cars were #13 AS driven by Brian LaCroix, #86 AS driven by Dick Read, and #17 GT-1 driven by Michael Kehoe. The Stewards of the Meeting (SOM) JoAnne Jensen and Nonda van Gulden, Chair, held a hearing, heard testimony, reviewed witness statements, and viewed a video of the incident provided by Road America. The SOM determined that both Mr. Read and Mr. Kehoe were in violation of 2012 GCR 6.11.1.A, B, C, and D (On Course Driver Conduct, specifically avoiding contact, racing room, and responsibility during a pass). Mr. Read was given a Reprimand, which assigned one automatic penalty point to his competition license. Mr. Kehoe was placed on Probation for six race weekends and that penalty assessed three points against his license. Mr. Kehoe is appealing the penalty and the delay in his receiving notification of the penalty.

DATES OF THE COURT

The National Court of Appeals (COA) Tom Hoffman, Jeffrey Niess, and Michael West, Chairman, met on September 23 at Road America, and September 27, 2012 by conference call, to hear, review and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of appeal from Michael Kehoe received September 4, 2012.
2. Official Observer's Report and related documents received September 13, 2012.
3. Statement from Nonda van Gulden received September 13, 2012.
4. Video clip provided to Mr. Kehoe as reviewed by SOM received September 23, 2012.

FINDINGS

On the first lap of Race 5 at Turn 3, Mr. Kehoe drove his #17 GT-1 down the right side of the track in an attempt to overtake and pass several cars. Approaching the apex of the turn, his car contacted the right rear corner panel of car #86 causing it to spin. While #86 was spinning, #13 unavoidably struck the #86 car of Mr. Read.

The COA reviewed all evidence associated with the RFA, including the video clip, and concurs with the SOM on their conclusions that Mr. Read and Mr. Kehoe shared responsibility for the incident, with Mr. Kehoe bearing the majority of blame.

The COA acknowledges the delay in the notification process, but finds it to be timely due to Mr. Kehoe's request to leave the track prior to the SOM decision and to the personal availability of the parties involved.

DECISION

The Court of Appeals upholds the decision of the SOM in its entirety. Although Mr. Kehoe presented no new facts in his appeal, the COA acknowledges his question in regard to the notification process and deems his appeal to be well founded. Mr. Kehoe's appeal fee, less the administrative portion retained by the SCCA, will be returned.

CLUB RACING COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

**Ramon Niebla vs. SOM COA Ref. No 12-14-SP
September 27, 2012**

FACTS IN BRIEF

Following post-race impound after the Group 3 race at Buttonwillow on September 2, 2012, Stephen Ruiz, STL #15, protested Ramon Niebla, STL #81, for failing to enter STL under the Spec Miata rules: absence of restrictor plate, and failing to meet the minimum weight specifications for Spec Miata.

The Stewards of the Meeting (SOM) Jack Brabban, Maggie Jardine, and Marge Binks, Chair, heard testimony and reviewed witness statements from William Wells, Tech Steward responsible for Mazda automobiles, Mr. Ruiz, Mr. Niebla, and two other STL competitors that Mr. Ruiz protested. The SOM upheld Mr. Ruiz's protest, disqualified Mr. Niebla from the final results of the Group 3 race, and assessed four (4) penalty points against Mr. Niebla's competition license. Mr. Niebla appealed the decision of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Rick Mitchell, Jack Marr, and Michael West, Chairman, met on September 13, September 18, and September 27, 2012 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Ramon Niebla, received September 5, 2012.
2. Official Observer's Report and related documents, received September 11, 2012.
3. Email from Marge Binks, SOM Chair, received September 18, 2012.

FINDINGS

Following notification of the appeal, Marge Binks, SOM Chair, requested that the Court of Appeals return this action to the SOM for further review. The SOM reconvened and on September 18, 2012, issued a revised ruling rescinding Mr. Niebla's disqualification. Mr. Niebla's original finishing position was restored and the penalty points were removed from his competition license.

The SOM notified all parties, including Mr. Ruiz, of their revised ruling, and provided all with a new 10 day period for requesting continuance of the appeal or to submit new appeals. Mr. Niebla did not request continuance within the new appeal period.

DECISION

The SOM action rendered Mr. Niebla's appeal moot and he did not request further action by the COA. Mr. Niebla's petition is returned unheard and his entire appeal fee will be returned.

CLUB RACING COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

Clement Lee vs. SOM COA Ref. No 12-15-SP
September 27, 2012

FACTS IN BRIEF

Following post-race impound after the Group 3 race at Buttonwillow on September 2, 2012, Stephen Ruiz, STL #15, protested Clement Lee, STL #33, for failing to enter STL under the Spec Miata rules: absence of restrictor plate, and failing to meet the minimum weight specifications for Spec Miata.

The Stewards of the Meeting (SOM) Jack Brabban, Maggie Jardine, and Marge Binks, Chair, heard testimony and reviewed witness statements from William Wells, Tech Steward responsible for Mazda automobiles, Mr. Ruiz, Mr. Lee, and two other STL competitors that Mr. Ruiz protested. The SOM upheld Mr. Ruiz's protest and disqualified Mr. Lee from the final results of the Group 3 race, and assessed four (4) penalty points against Mr. Lee's competition license. Mr. Lee appealed the decision of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Rick Mitchell, Jack Marr, and Michael West, Chairman, met on September 13, September 18, and September 27, 2012 to review, hear and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Clement Lee, received September 5, 2012.
2. Official Observer's Report and related documents, received September 11, 2012.
3. Email from Marge Binks, SOM Chair, received September 18, 2012.

FINDINGS

Following notification of the appeal, Marge Binks, SOM Chair, requested that the Court of Appeals return this action to the SOM for further review. The SOM reconvened and on September 18, 2012, issued a revised ruling rescinding Mr. Lee's disqualification. Mr. Lee's original finishing position was restored and the penalty points were removed from his competition license.

The SOM notified all parties, including Mr. Ruiz, of their revised ruling, and provided all with a new 10 day period for requesting continuance of the appeal or to submit new appeals. Mr. Lee did not request continuance within the new appeal period.

DECISION

The SOM action rendered Mr. Lee's appeal moot and he did not request further action by the COA. Mr. Lee's petition is returned unheard and his entire appeal fee will be returned.

CLUB RACING COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

Elliott Skeer vs. SOM COA Ref. No 12-16-SP
September 27, 2012

FACTS IN BRIEF

Following post-race impound after the Group 3 race at Buttonwillow on September 2, 2012, Stephen Ruiz, STL #15, protested Elliott Skeer, STL #77, for failing to enter STL under the Spec Miata rules: absence of restrictor plate and failing to meet the minimum weight specifications for Spec Miata.

The Stewards of the Meeting (SOM) Jack Brabban, Maggie Jardine, and Marge Binks, Chair, heard testimony and reviewed witness statements from William Wells, Tech Steward responsible for Mazda automobiles, Mr. Ruiz, Mr. Skeer, and two other STL competitors that Mr. Ruiz protested. The SOM upheld Mr. Ruiz's protest, disqualified Mr. Skeer from the final results of the Group 3 race, and assessed four (4) penalty points against Mr. Skeer's competition license. Mr. Skeer appealed the decision of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Rick Mitchell, Jack Marr, and Michael West, Chairman, met on September 13, September 18, and September 27, 2012 to review, hear and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Elliott Skeer, received September 10, 2012.
2. Official Observer's Report and related documents, received September 11, 2012.

3. Email from Marge Binks, SOM Chair, received September 18, 2012.

FINDINGS

Following notification of the appeal, Marge Binks, SOM Chair, requested that the Court of Appeals return this action to the SOM for further review. The SOM reconvened and on September 18, 2012, issued a revised ruling rescinding the disqualification. Mr. Skeer's original finishing position was restored and the penalty points were removed from his competition license.

The SOM notified all parties, including Mr. Ruiz, of their revised ruling, and provided all with a new 10 day period for requesting continuance of the appeal or to submit new appeals. Mr. Skeer did not request continuance within the new appeal period.

DECISION

The SOM action rendered Mr. Skeer's appeal moot and he did not request further action by the COA. Mr. Skeer's petition is returned unheard, and his entire appeal fee will be returned.

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Chris Qualls vs. SOM COA Ref. No. 12-17-RO
September 28, 2012

FACTS IN BRIEF

On September 19, 2012 at post-qualifying impound at the 2012 SCCA National Championship Runoffs, tech inspection determined the hood on Chris Qualls' Ford Mustang, AS #13, was not compliant with 2012 GCR 9.1.6.D.7.h. The hood was fiberglass and had a bump or blister in the middle of the hood rather than close to the cowl. Mr. Qualls' qualifying times were removed by a Chief Steward's Action (CSA) for a non-compliant hood. Mr. Qualls protested the CSA. The Stewards of the Meeting (SOM) John Nesbitt, A. G. Robbins, and Gloria Dickerson, Chair, heard Mr. Qualls' protest, obtained evidence, and upheld the CSA. The SOM interpreted GCR 9.1.6.D.7.h. as the hood needing to be a cowl hood with the bump or rise close to the cowl to be compliant. Mr. Qualls appealed the SOM decision.

DATES OF THE COURT

The Court of Appeals (COA), Jeff Niess, Tom Hoffman, and Rick Mitchell, Chairman, met on September 19, 2012 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Mr. Qualls' Request for Appeal.
2. Chief Steward's Action (CSA).
3. Stewards of the Meeting Document File.
4. Statements from Rick Henshel, Technical Inspector.
5. Statements from Fred Brinkel, Tech Steward.
6. Statements from Fred Clark, CRB member representing the Club Racing Board (CRB).
7. Witness statement from Chris Albin – CRB Liaison to AS.
8. Witness statement from Jim Wheeler – CRB Chairman.
9. COA inspection of Mr. Qualls' hood.

FINDINGS

The CRB provided testimony regarding the reason for and the intent of the rule. The CRB stated that the GCR permits the use of fiberglass hoods. The CRB also stated that fiberglass hoods may have a bump or rise of up to 3 inches to provide clearance for the mandatory manifold, carburetor, and air cleaner. Mr. Qualls' fiberglass hood had a bump positioned to provide clearance for the air cleaner and the bump was not more than 3 inches in height. The COA finds that Mr. Qualls' interpretation of the rule is correct and meets the requirement of GCR 9.1.6.D.7.h.

DECISION

The decision of the SOM is overturned in its entirety based on new evidence provided by the CRB. Mr. Qualls' qualifying times are restored and his appeal fee, less the administrative amount retained by SCCA, will be returned.

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Chief Steward's Request for Action – Errors and Omissions
COA Ref. No. 12-18-RO
September 20, 2012

FACTS IN BRIEF

At Tech Inspection on September 20, 2012, at the 2012 SCCA National Championship Runoffs, Chief Steward Jim Rogaski was notified by the Chief of Tech that the cord length specifications for the alternate STU wing listed in GCR 9.1.4.2.B.2.f. do not match the dimensions for the wings that were supplied by the manufacturer. The wing is manufactured by APR Performance and they provided the dimensions that are listed in the GCR. The Chief Steward requested the Court of Appeals investigate this issue under authority granted in 2012 National Championship Runoffs Supplemental Regulation 12.5. (Errors and Omissions – Rules Interpretation)

DATES OF THE COURT

The COA Tom Hoffman, Jack Marr, and Michael West, Chairman, met on September 20, 2012 to review, hear, and render a decision on the Chief Steward's Rules Interpretation Request.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Chief Steward Errors and Omission – Rules Interpretation Request for Action received 9/20/2012.
2. 2012 National Championship Runoffs Supplemental Regulations
3. Witness statement from Jim Wheeler, Chairman, Club Racing Board. (CRB)
4. Witness statement from Peter Keane, CRB Liaison to the ST Committee.

FINDINGS

The wings provided by APR Performance do not fully meet the cord length dimensions that are stated in 2012 GCR 9.1.4.2.B.2.f. The CRB contacted the manufacturer and the manufacturer confirmed that they provided incorrect cord length dimensions for the SCCA specific wing. The correct cord length should be stated as not exceeding 8.75". The wing as supplied is the one that APR Performance agreed to provide to SCCA competitors and meets the maximum 8.75" cord length. The CRB stated the wing is acceptable and compliant with the STU rules. 2012 GCR specifications for the APR Performance wing GTC-200, part #AS-104801 will be corrected by the CRB at their earliest opportunity.

DECISION

Specifications for this wing are incorrectly stated in the 2012 GCR. The APR Performance wing GTC-200, part #AS-104801 is compliant as delivered.

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Ed Zabinski vs. SOM COA Ref. No. 12-19-RO

September 21, 2012

FACTS IN BRIEF

Following the SSB race at the 2012 National Championship Runoffs, Mr. Ralph Porter (#32 SSB) protested Mr. Ed Zabinski (#97 SSB) for passing him under a waving yellow flag. The protest was assigned to Stewards of the Meeting Tom Brown, Gary Meeker and JoAnne Jensen, Chair. The SOM held a hearing, viewed both in-car and Road America track side video, and interviewed witnesses.

The SOM determined that the pass did occur and moved Mr. Zabinski back three positions in class from third to sixth. This placed two penalty points on his license.

Mr. Zabinski appealed the severity of the penalty imposed by the SOM.

DATES OF THE COURT

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

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

- Appeal letter from Ed Zabinski received September 21, 2012
- Hearing report from the SOM received September 21, 2012.
- In car video from Mr. Zabinski's car received September 21, 2012
- Testimony from JoAnne Jensen, SOM Chair received September 21, 2012
- Testimony from Ed Zabinski received September 21, 2012
-

FINDINGS

Mr. Zabinski presented no new evidence to the COA.

The hearing was conducted properly and the penalty imposed is within the authority of the SOM.

DECISION

The decision of the SOM is upheld in its entirety. Mr. Zabinski's appeal is well founded and his appeal fee, less the administrative portion retained by SCCA, is to be returned.

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Chief Steward's Request for Action – Errors and Omissions

COA Ref. No. 12-20-RO

September 21, 2012

FACTS IN BRIEF

At the conclusion of F500 qualifying session on September 20, 2012 at the National Championship Runoffs® at Road America, Chief Steward Jim Rogaski submitted a Request for Action under section 12.5 of the Supplemental Regulations, asking the Court to investigate a question of Errors or Omissions regarding 2012 GCR 9.1.1.E.14, paragraph one, Rotax 593 engine, Cometic gasket part number MA0242SP1020A.

Reportedly, the gasket associated with the existing part number is subject to breakage, and the manufacturer offers a more durable gasket of increased thickness – part number MA0242SP1063A. All other specifications of the two parts are identical. The manufacturer had not notified the SCCA of this alternative part.

The Chief Steward requested that part number MA0242SP1063A be added as an acceptable substitute for MA0242SP1020A under authority granted in 2012 National Championship Runoffs Supplemental Regulation 12.5. (Errors and Omissions – Rules Interpretation)

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jeffrey Niess, Rick Mitchell, and Tom Hoffman, Chairman, met on September 21, 2012 to review, hear and render a decision on the Request for Action.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Errors and Omission – Rules Interpretation Request for Action from Jim Rogaski, Chief Steward, received September 21, 2012.
2. Witness statement from Fred Clark, Club Racing Board Representative of Formula Cars and Sports Racers, received September 21, 2012.
3. New Inlet Tract Restrictor (part number MA0242SP1063A)

FINDINGS

The current inlet tract restrictor for the Rotax 593 engine (part number MA0242SP1020A) is prone to breakage with the possibility of being ingested into the motor, causing significant damage. A new restrictor, which is thicker, but otherwise the same in dimension, has been created by the manufacturer. Fred Clark, Club Racing Representative for Formula Cars and Sports Racers testified that the new restrictor (part number MA0242SP1063A) is an acceptable alternate for the current part, and that the GCR will be updated to reflect this additional part.

DECISION

The request to add the additional restrictor plate option for the Rotax 593 engine (part number MA0242SP1063A) to 2012 GCR 9.1.1.E.14. is approved. The Club Racing Board will make the appropriate amendment to the GCR for this part.

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Robert Lentz vs. SOM COA Ref. No. 12-21-RO

September 23, 2012

FACTS IN BRIEF

Following the GTL race at the SCCA National Championship Runoffs on September 22, 2012, Robert Lentz, driver of car # 60, protested Kent Prather, driver of car #26, for perceived failure to pass the stall test (2012 GCR Appendix F, Single Inlet Restrictor (SIR) Section D.) .According to the 2012 GCR, the stall test requires the engine to stall within 4 seconds (at 2500 rpm) when the air inlet is fully blocked. Mr. Prather's car was stall tested six (6) times during post-race impound by tech inspectors failing three (3) times and then passing three (3) times. The car was deemed to be compliant by these Scrutineers. Mr. Lentz protested this ruling.

The Stewards of the Meeting (SOM) Tom Brown, Gary Meeker, and JoAnne Jensen, Chair, held a hearing, heard testimony,

interviewed witnesses, and found that the scrutineers followed the proper procedure in finding Mr. Prather's car in compliance with the SIR stall test. Mr. Lentz then appealed the SOM decision.

DATES OF THE COURT

The Court of Appeals (COA), Jeffrey Niess, Rick Mitchell, and Michael West, Chairman, met on September 23, 2012 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

- Appeal letter from Robert Lentz
- Evidence file and hearing report from the SOM
- Additional Witness Statements from GTL drivers Jonathan Goodale, Peter Zekert, and Roy Lopshire
- Testimony from JoAnne Jensen, SOM Chair.
- Testimony from Robert Lentz.

FINDINGS

In his appeal, Mr., Lentz stated that after the first three stall tests failed, a tech inspector "replaced/pressed down" on tape attached to the air box which resulted in Mr. Prather's car passing the stall test during three additional attempts." In addition Mr. Lentz presented three witness statements not available to the SOM to support his contention of possible changes to the air box. In each of these statements the witness described the actions of a tech inspector as appearing to touch Mr. Prather's air box during the stall test to allow the car to pass. These additional statements were inconsistent in their description of the inspector's action

The COA interviewed Ms. Jensen, SOM Chair, who stated a tech inspector told the SOM that the number of attempts by the tech inspectors to stall Mr. Prather's car was "routine to attempt to find compliance during testing, particularly when the results vary widely." The tech inspector also said that during the test he inadvertently touched the air box by leaning onto it with his hand and then touched the sides of the box to see if he had affected the air box.

Ms. Jensen stated the SOM considered these actions of the tech inspectors as accidental and that they did not affect the subsequent testing. The SOM conducted a thorough hearing of Mr. Lentz's protest, including his assertion that the air box was adjusted during the test, and determined the air box was not altered during the test.

DECISION

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

TIME TRIALS ADMINISTRATIVE COUNCIL

TTAC Minutes | October 10, 2012

The Time Trials Administrative Council met via conference call on 10/10/2012 at 7:30 PM CST.

The following members participated:

TTAC Chairman / CENDIV	Tony Machi
SWDIV	Kent Carter
GLDIV	Jerry Cabe
SOPAC	Roy Mallory
SEDIV	Craig Farr
MIDDIV	Chuck DeProw
NOPAC	Dave Deborde

Reports

- Approval of Minutes (September, 2012)(TONY MACHI)
- Report from the Safety Committee (Jerry Cabe)
- BOD director report- (Brian McCarthy)
- Chairman's comments (Tony Machi)

Old Business

- Operations Manual (Dave Deborde) Deborde advise he has a draft of the manual and will send it to rest of the Council for review. He felt the administrative revision made last year would be better contained the Operations manual than the rules.
- Strategic Plan: Tabled .
- Rule changes for 2013: A number of rules changes were discussed. Final draft for the BOD will be finalized at the November call.

New Business:

- Some discussion of the Convention activities as they relate to Time Trials.
- Discussion about the possibility of differentiating the four level of TT so that new members can better understand the differences between the levels.

Call ended at 9:30 PM CDT by the time limits of the conference.

SOLO EVENTS BOARD

SOLO EVENTS BOARD | September 26, 2012

The Solo Events Board met by conference call September 26th. 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 and Brian Harmer of the National Staff. These minutes are presented in topical order rather than the order discussed.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2014

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

CORRECTIONS TO BOD RECOMMENDATIONS

The SEB has issued the following correction to an item which was published as Recommended to the BOD in last month's Fastrack:

Under STREET MODIFIED the first item under the July heading should read:

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*

TIRE RACK SOLO CHAMPIONSHIPS

The SEB is requesting that members interested in being course designers for the 2013 Tire Rack Solo Nationals submit their qualifications in writing to the SEB via www.sebscca.com

ROAD TIRE

The SEB has decided, after considering member input, to retract the change which increased the Road Tire minimum required treadwear rating from 140. This will be reflected in the Supplemental Regulations for future National Tour events.

The SEB has also decided that for the Road Tire classes the following tire will be on the Exclusion List, effective 1/1/2013:

Toyo Proxes R1R 195/50-15 size only

STOCK

Vacancies exist on the Stock Advisory Committee (SAC), and the SEB encourages interested Club members to submit their qualifications in writing via www.sebscca.com.

The SAC and SEB have reviewed the following items, and thank these members for their input:

#8263, Sonic classing; this subject is addressed elsewhere herein via item 9014.

#8582, Shelby GT500

#8609, 8616, Stock class move comments

#8636, 8656, 8890, 8895, 8897, 8898, 8903, 8952, 8956, 8960, 8978, 8981, 8989, 8998, 9040, RT Tire comments.

#8748, M3 move to FS. This subject is addressed by a pending SEB recommendation to the BOD.

#9005, 9023, 9080, Stock class move comments

STREET TOURING

The STAC and SEB have reviewed the following items, and thank these members for their input:

#8577, 8583, 8584, 8585, 8591, 8597, 8604, 8607, 8611, 8613, 8618, 8619, 8624, 8630, 8631, 8639, 8642, 8646, 8647, 8648, 8653, 8654, 8667, 8669, 8676, 8682, 8697, 8703, 8707, 8709, 8710, 8711, 8712, 8724, 8725, 8735, 8736, 8739, 8755, 8757, 8763, 8768, 8776, 8778, 8780, 8781, 8783, 8806, 8835, 8842, 8852; Toyo 195 comments

#8598, 8678, 8953, 8982; ST Tire comments

STREET PREPARED

The SPAC and SEB have reviewed the following items, and thank these members for their input:

#8077, 8336, 8376, aero comments

#8532, FSP comments

#8825, Geo Storm GSi; this is addressed by the FSP re-organization which has been recommended to the BOD.

#8863, 8878, 8880, 8922; moves to FSP

#8917, Impreza classing; this is addressed by the FSP re-organization which has been recommended to the BOD.

STREET MODIFIED

Vacancies exist on the Street Modified Advisory Committee (SMAC), and the SEB encourages interested Club members to submit their qualifications in writing via www.sebscca.com.

The SMAC and SEB have reviewed the following items, and thank these members for the input:

#9042, 9050, 9051, 9057, 9058, 9061, 9063, 9071, 9075, 9076, 9280, SMF weight comments; this subject has been addressed by a pending SEB recommendation to the BOD.

#8737, 8995, 9139, 9172, SMF class comments; A recommendation has been made to the BOD by the SEB on this subject.

#8792, 9261, hard top clarification; this subject has been addressed by a pending SEB recommendation to the BOD.

PREPARED

Per the PAC, the following additional proposal is published here for member review and comment. The committee has requested that it be planned for recommendation to the BOD in December, with an effective date of 1/1/2013:

Change all listings for Level 1 prep vehicles in class G Prepared such that the maximum wheel width is 8 inches.

The following rule change proposals have been provided by the PAC and are published here for member review and comment:

Change 17.2.S by removing a sentence as follows:

“S. The hood, hatchback, deck lid and fenders may be lightened or replaced by ones of alternate material, provided the shape is similar to the original and does not confuse the identity of the vehicle. Factory bolt-on fenders may be replaced in their entirety. Cars with non-removable fenders may replace the front fender panels going forward from the foremost door opening and the rear fender panels going rearward from the rearmost door opening. Closed cars must not remove stock material above the horizontal line placed at the lowest point of the driver’s door window opening, with the exception that OE removable panels (e.g., T-tops, targa tops, sunroofs) may be removed or replaced with panels of alternate material provided that the dimensions of any replacement panel do not vary from those of the original by more than one inch (1”; 25.4 mm) in any direction. The approval of alternate body panels does not authorize the use of belly pans forward of the firewall or aft of the front edge of the rear wheel opening. Ground effect tunnels and/or attempts to gain ground effects are also not authorized. Any such elements incorporated in the otherwise approved components must be removed or disabled. Front hoods and engine covers may be vented and/or louvered. The total area for all vents/louvers on a vehicle may not exceed 500 sq in (3225.8 sq cm), unless provided as standard equipment. The total area is measured as the total open area or the perimeter of the louvers when viewed from above. ~~All openings must be covered with a wire mesh having openings no greater than ½ inch (0.500”; 12.7 mm).~~ The location, number, and shape of vents/louvers is unrestricted provided they are fully contained on allowed panels. For vehicles having original vents/louvers exceeding these dimensions, no further openings are permitted. Louver openings must face rearward and may stand no higher than one inch (1.0”, 25.4 mm) above the original surface. No additional scoops, cowls, bulges, or ducts are permitted unless specified in Appendix A.”

COMMENT: The PAC proposes this amendment for member comment to remove the requirement for mesh over hood and engine cover openings to bring the Prepared category into alignment with other Solo categories (e.g. Modified). (#8267)

Change subsections in 17.2 as follows:

Change 17.2.B, second sentence, as follows:

“Reinforcing does not authorize the use of *underbody or* belly pans ~~forward of the firewall or~~ aft of the front edge of the front wheel opening.” (#8312)

Change 17.2.S, fifth sentence, as follows:

“The approval of alternate body panels does not authorize the use of *underbody or* belly pans ~~forward of the firewall or~~ aft of the front edge of the front wheel opening.” (#8312)

Reasoning: The PAC believes the proposed rule changes clarifies a contradiction in section 17.2. Specifically, the section 17.2 header, second sentence, states: “Restrictions regarding external body shape and belly pans are aimed at preventing attempts to obtain ground effects or streamlining.”

Also, it should be noted that section 17.2.S, sixth and seventh sentences, currently state: “Ground effect tunnels and/or attempts to gain ground effects are also not authorized. Any such elements incorporated in the otherwise approved components must be removed or disabled.”

Change Section 17.6.C by removing wording as follows:

“C. Addition, replacement, or modification of Anti-lock Braking Systems (ABS) is prohibited. The standard system may be removed in its entirety or disabled electrically in a manner not readily accessible while driving, but not altered in any other way. Sensors, ~~control & proportioning valves~~, and computers, ~~and master cylinder~~ are considered part of the ABS system and may be not altered nor relocated.” (#8752)

COMMENT: The PAC submits that the proposed amendment brings the Prepared rules with respect to braking systems and ABS systems into alignment with the related section of the Street Prepared rules. The proposed amendment smooths the transition from the Street Prepared category by eliminating a potential take-back between the categories.

The PAC and SEB have reviewed the following items, and thank these members for the input:

#7209, traction control comments. This subject is addressed by a pending SEB recommendation to the BOD.

#8347, 8372, 8528, 8544, 8545, 8546; CP engine comments. This subject is addressed by a pending SEB recommendation to the BOD.

#8588, 8666, 8670, 8690, 8911; XP weight comments. This subject is addressed by a pending SEB recommendation to the BOD.

#8589, 8807, 9277; XP width comments. This subject is addressed by a pending SEB recommendation to the BOD.

#8650, 8887, 8951, 8968, 9235; BP to FP comments. The subject proposal was withdrawn, as published in a prior Fastrack.

KART

The KAC and SEB have reviewed the following items, and thank these members for the input:

#8431, Weights for KML; This topic has been addressed via a proposal which was published in response to member item #7842.

#8871, Weight proposal comments. It is the intent of the KAC and SEB to make WF more advantageous than the KT100, thus the weights have been changed accordingly per that policy.

NOT RECOMMENDED

Stock

#8587, move RS4 to FS. The Audi vehicles currently classed in BS do not meet the current competitive balance of FS given their horsepower and drivetrain configuration.

Street Touring

#8633, 8635, 8641, 8649, 8658; standalone ECU proposals. Per the STAC, standalone ECU's are not in the spirit of the category, nor can parity for specific cars be guaranteed through general allowances. Further, the ECU allowances were recently opened up and rules stability dictates they remain unchanged for awhile.

#8687, 8795, 8839, 9020, 9217; FR-S/BRZ classing. This subject was addressed by a listing published in the October Fastrack in response to member item #7596.

#8719, boost proposal. Per the STAC, this allowance does not meet the philosophy of the category.

#8722, BMW E46 and E9x classing proposal. Per the STAC, the subject cars would exceed the performance of existing front-runners in STX.

#8893, catalytic converter allowance. Per the STAC, It is not consistent with the philosophy of the category to attempt to meet California emissions standards for catalytic converters.

Street Modified

#8493; GTR classing. Per the SMAC, the Nissan GT-R fits the footprint of class SM and has not demonstrated performance-wise that it does not belong there.

#9279; roll bars allowance. Per the SMAC, SM already has allowances for rollcages/rollbars as mentioned in 3.3.2 in the Solo rule book. The rule states a bar or cage must meet requirements of 9.4 of the GCR. The expectation in SM would be to follow those rules, while maintaining all interior pieces that don't directly interfere with the installation.

#9335; RX-7 in SM, seating interpretation. Per the SMAC, the 2nd Gen RX-7 is pretty clearly sports car based in manufacturer literature, and it closely fits the 2+2 example used in the rulebook for Datsun Z cars which are in SSM.

Prepared

#8808; combine DP and EP. The PAC will continue to monitor the competitive balance between the diverse drivetrains in EP in order to make adjustments and maintain the competitive balance in the class.

#9056; move Mazdaspeed Miata out of FP. The PAC will continue to monitor the competitive balance in FP, particularly with respect to the diverse drivetrains and powertrains presently populating the class.

Kart

#8728, weights, Rotax, World Formula proposals and comments.

#8838, kart classing proposal. Under existing rules these proposed karts are legal to run in KM at the national level.

#8846, Briggs WF restrictor proposal. The current restrictor was chosen by the KAC and SEB for reliability and safety at all events.

TECH BULLETINS

Stock

1. The following new listings, effective immediately upon publication, have been recommended by the SAC and approved by the SEB:

Chevrolet Sonic (2012-2013)

HS (#8263, 9014)

RALLYCROSS BOARD

RALLYCROSS BOARD MINUTES | October 10, 2012

The RallyCross Board (RXB) met via conference call October 10. Attending were Ken Cashion, Chairman, Bob Ricker, Brent Blakely, Karl Sealander, Warren Elliott, Stephen Hyatt and Ron Foley. Also in attendance were Todd Butler, BoD liaison, and Howard Duncan and Brian Harmer from the National office.

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

Committee Reports

- RallyCross Safety Committee (Bob Ricker): The Safety Steward Training presentation was forwarded to Risk Management for review. No response has been received at this date. Ricker and Todd Butler will follow up.

No Safety Steward training sessions have been conducted in Colorado yet. The Rocky Mountain Divisional RallyCross Steward specifically needing the training has shadowed the Safety Steward at a recent event, so steps towards his licensing are happening. Sealander will contact the Region to follow up.

Ricker reported that no incident reports have been received since the last RXB meeting.

- RallyCross Rules Committee (Warren Elliott): Rules changes for the 2013 RallyCross Rules (RXR) will be sent out to the RXB within a week for review. The RXB will vote on those changes at the November meeting and then forward them to the BoD for their approval.

A tech bulletin clarifying the Stock Category tire size allowances will be posted at the website. It is currently posted at the forums. Clarifying language will also be included in the 2013 RXR.

The sections of the 2013 RXR mandatory for all RallyCross events will each be highlighted in an effort to make it more user-friendly.

Pete Remner has accepted a position on the Rules Committee.

The RXB received a letter from a member pointing out some confusing language in the Prepared Category rules regarding catalytic converters. The RXB discussed the issue and decided to use an errors and omissions to explicitly state that in the Prepared Category catalytic converters are expected to be present on a vehicle originally equipped with one. The 2013 RXR will be adjusted accordingly.

- National Championship Committee (Brent Blakely): Blakely requested committee members for 2013 event planning.

The RXB discussed venue options for 2013. The plan is to return to Tulsa for an additional year while searching for a 2014 site. Howard Duncan reported that the I-80 Speedway site should be available for 2014 and could serve as a backup earlier if needed.

- Marketing Committee (Ron Foley): National Challenge results are still not all available at the SCCA website. Those results should be made available to the National office for website publication and for informational purposes such as determining award recipients.
- Divisional Steward Liaison (Stephen Hyatt): Hyatt reported on a successful Regional programs conference call last month. There were 13 Regional representatives in attendance, which represents approximately 20% of the active Regions. The Regions requested more feedback and input. The next meeting is scheduled for February 11, 2013.

Hyatt reported that Charles Wright has agreed to be the chairman of the Divisional RallyCross Stewards.

Hyatt requested clarification regarding the Divisional RallyCross Steward appointment process. Some changes are anticipated within the next year.

- Forum Activity: Feedback thus far on the forum regarding the National Championship event has been positive.

Old Business

- Alternative processes for Safety Steward licensing in case of conflict: Tabled until a later meeting.

- Class champions list: Cashion will provide list of all National class champions for publication of the 2013 RXR.

New Business

- National Championship event discussion: Safety could be more proactive for quicker course adjustments. Course layout should be completed a day or two in advance. For the Tulsa site, two smaller independent courses could be set for Saturday and subsequently linked together for Sunday course. The Town Hall was successful with positive feedback. Using a moderator for the Town Hall worked well. The missed gate penalty was discussed, along with options when several gates are missed in succession. Grid location was good but the layout resulted in some congestion. Run order regarding 2-driver cars needs attention. Concession services were not adequate. Outside food services would be an improvement. Number of runs should be set and adhered to by using shorter courses, however competitors should understand that problems can and do arise and will effect the event schedule. Radio protocol and practices needs to be improved. Water truck usage and application should be more consistent from heat to heat. Cashion requested that Foley work with the National office to send a post-event survey to all competitors.
- 2013 National Challenge proposal: Howard Duncan presented attendance statistics from the 2012 National Challenge events and proposed doing 3 or 4 signature RallyCross events. Cashion advocated staying with the current format for another year or two giving the Divisions a chance to grow their programs and events. As an incentive for National Challenge attendance, Cashion suggested finding reasonable compensation for the TripleCross Award winners. Duncan requested that Hyatt ask on the Divisional Steward calls and the Regional programs call for suggestions of effective ways to use budgeted resources from the National office.
- 2013 National Challenge scheduling: Earlier scheduling would help attendance. Cashion requested using the Divisional Steward calls to get dates set, the Regional programs calls to promote events, and National office support for a few of the bigger events.

Next meeting: November 7, 2012

Submitted by Karl Sealander, RXB Secretary

ROAD RALLY BOARD

ROAD RALLY BOARD MINUTES | October 2, 2012

The RoadRally Board met via conference call on October 2, 2012; called to order at 7:33 pm CDT.

In attendance: Chairman Rich Bireta, Jeanne English, Chuck Hanson, Sasha Lanz, Clarence Westberg, Deena Rowland from the National Office, BOD liaison Steve Harris; not in attendance: RRB member Jim Wakemen, Howard Duncan from the National Office, BOD liaison Bob Lybarger.

September minutes approved (Sasha/Clarence/passed).

Old Business:

- 1) USRRC:
 - a. 2013: we received an offer to host 2013 USRRC from Arizona Border region; we have some concerns, Rich has written a response to them requesting further information on how they will address our concerns (posted in our Dropbox). **Motion** to send our response: Clarence/Sasha/passed
 - b. 2012: Town Hall format: Rich will present opening comments, then open it up to the floor and respond as appropriate; Jeanne will take minutes
 - c. 2012: we received a question from the Detroit Region regarding entry in their events by the other USRRC rallymasters; Rich has written a response stating our approval (posted in our Dropbox); Chuck (the event liaison) will send it.
- 2) National Events Committee appointment: discussion in Executive Session. **Motion:** approve Dave Weiman as a member of this committee: Jeanne/Clarence/passed.
- 3) 2013 Rules Change. Review Experience-Based Classes proposal:
 - a. We have not yet received a response from the Rules Committee, Jeanne will follow up.
 - b. Logistics for updating 2013 RRRs: we would like to take action at our November meeting so it can go to the BOD for their December meeting.
- 4) RRB Recurring Activities Calendar: Chuck has further revised it, Rich will revise based on Chuck's comments and put it back in the Dropbox.

Road Rally Events Calendar at www.scca.com:

Discussion about proposed position:

- a. Sanction requests cause entry in scca.com Rally Events (current process, Deena updates)
- b. Jeanne maintains "Road Rally Calendar"
- c. Add link right under "Rally Events" to "Road Rally Calendar", which is Jeanne's calendar - update Dropbox excel file
- d. A broader calendar (including non-SCCA sanctioned events, end-user-maintained) is a topic for the broader road rally community to address; we don't want to list non-SCCA events on the SCCA website

Motion: adopt this above position as our official calendar practice: Jeanne/Clarence/passed

6) Committee Reports:

- a. National Committee – Clarence.
 - i. 2013 National Date Requests (tentative unless listed with a firm date): Yucatan Safari, La Crosse, 12/8/12; AZ Border, March; Indy, June; CAST in Stone, Detroit, July?, Hurdle, Pittsburgh, 8/10/13; DC, late Aug or early Oct; Oktoberally and Badger Trails, LOL, 9/14-15/13; USRRC, Oct; St. Louis, no dates yet
 - ii. 2012 – DC rallies, 10/6-7/12, Clarence now liaison, good to go.
- b. Regional Committee – Rich put Regional Development Comm. work items in the Dropbox, 3 easy items, 3 not-so-easy items; members Len Picton and Patrick Strong (Jeanne will verify Patrick).

Break 8:30, reconvened 8:45

New Business:

- 1) GTA Committee: Steve Gaddy has volunteered to be on this committee, Rich talked to him in La Crosse; **Motion:** to approve Steve as a member of the GTA Committee: Sasha/Clarence/passed
- 2) Review RRB To Do/Backlog list (in Dropbox): Rich asked last month for us to pick our top 5 items and so far only Sasha and Rich submitted lists; other RRB members, please submit your lists so we can then come up with a workable list of items to be done.
- 3) For November Meeting: talk about presentations/meetings for the SCCA Convention; 2013 RRB Member recommendations to BOD; review To Do/Backlog top 5 lists (item 2 above).
- 4) The RRB received a letter of resignation from Eva Ames.
- 5) RRB vacancies – post 'one or more' vacancies to be filled for 2013.
- 6) Reassign Eva's Communications Committee duties (SCCA Forum, Facebook, yahoo list, etc) – Rich will do Forum

Closing:

- 1) What is your "one RRB-task" this month?
- 2) All RRB members and Deena are going to the USRRC.
- 3) Steve Harris commented that the BOD sees and likes the progress that the RRB is making.

Next meeting *Monday*, November 5, 2012

Meeting adjourned at 9:10 pm CDT

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/>