

BOARD OF DIRECTORS MINUTES

BOARD OF DIRECTORS' MINUTES | SPORTS CAR CLUB OF AMERICA, INC. | Nov. 30, 2007

The Board of Directors, Sports Car Club of America, Inc. met in Topeka, Kansas, November 30, 2007. The following members participated: Bob Introne Chairman, Howard Allen, Jim Christian, Charlie Clark, Larry Dent, Kaye Fairer, R. J. Gordy, Brian Holtz, Bob Lybarger, Andy Porterfield, John Sheridan, Mike Sauce and K.P. Jones, Jim Julow, President, and Jeff Dahnert, Vice President of Finance, Lisa Noble, Director elect, Phil Creighton, Director elect, Jerry Wannarka, Director elect, Eric Prill, Vice President Communications/Marketing, Peter Lyon, Risk Management, Colan Arnold, Vice President Member and Region Services, Howard Duncan, Vice President Rally/Solo, Terry Ozment, Vice President of Club Racing, Ken Patterson, Chairman of the Stewards, Jeremy Thoennes, Technical Services Manager, Bob Dowie, Club Racing Board Chairman, also participated.

The Secretary acknowledges that these minutes are not in chronological order.

MOTION: To approve the minutes of the November 5, 2007 meeting. (Sheridan/Lybarger)
PASSED, Unanimous

PRESIDENTS REPORT – Jim Julow

Jim presented updates to the strategic plan, and the supporting tactical activities. He reported that the national office has been operating below budget. He also reviewed sponsorship initiatives.

MARKETING – Eric Prill

Eric reviewed the print, tv/radio and web based media coverage SCCA received in 2007, He presented an overview of marketing activities relating to the website, trade shows, brochures, media guides, recruitment and sponsor partners. He presented 2008 marketing plans.

RISK MANAGEMENT – Peter Lyon

Peter presented the 2008 Event Insurance Rate Plan.

FINANCIALS – Jeff Dahnert

Jeff presented financial data for year to date as of October 2007 He projected that SCCA Inc. will finish the year in the black. He presented a proposed budget for 2008.

MEMBERSHIP AND REGION SERVICES - Colan Arnold

Colan reviewed the First Gear, Club Racing Volunteer, New Member Referral, and weekend membership initiatives. He also covered membership statistics and dynamics. He reported on the Runoffs registration system and presented plans for enhancements to the Timing and Scoring systems for 2008. He gave an update on current and future convention plans.

RALLY/SOLO – Howard Duncan

Howard reported on Rallycross activities and the growth of the Road Rally program. He presented plans for the 2008 Solo National Championships, and ProSolo. Howard presented the inductees to the SCCA Hall of Fame for 2008.

The Board discussed issues with the Weekend Membership program.

ROAD RALLY/RALLYCROSS – Pego Mack

RoadRally has sanctioned 199 events, up 10% from last year. The number of events has increased as has the average number of cars. GTA events are on the rise as they are being used as a means to enable regions to start up a Rally program. They are growing

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in number as many Regions have recognized their worth in growing a Regional RoadRally program. We expected an increase in the number of GTA events with the advent of a National GTA Championship and that has proven to be true.

This was the first year using the new points system for RoadRally and the response from the regions has been tremendous. There have been more events and far more competition to win regional and national championships than in previous years. People who have never won a National Championship in RoadRally have won titles this year that they never had to opportunity to win in the past. All together the new structure has increased the number of events and the number of competitors. There have been over 1734 cars entered in this year's events and that is at least 3468 competitors, with the final count not in yet.

The first RallyCross National Divisional Series brought events to 9 regions and our first new National Championship event in the past 30 years at MPH, Hastings, NE., brought fifty competitors to the first RallyCross National Championship. Plans for 2008 include a new site for the RallyCross National Championship and a new set of National events to lead up to that event. Drivers from all over the country competed during the course of 2007, crossing Regional and Divisional lines to attend competitions. The Championship brought entries from New England Region, Oregon Region, Cal Club and Tennessee Valley.

RallyCross continues to grow across the country. There have been 131 events held this year, including 9 RallyCross National Divisional events. While the number of events is about 5% lower than last year 20 events were canceled due to weather conditions. The number of competitors per event has remained the same at an average of 27 per event. The RallyCross Board was put in place at the beginning of 2006 and has done a tremendous job in creating its rule set, practice and procedures and safety plans. They have adopted a Lightening Safety Plan that could be the standard for all events. They continue to work towards keeping a growing sport up to date and well within safety specifications.

CLUB RACING – Terry Ozment

Terry reviewed the 2007 Runoffs, and highlighted many improvements to the event since 2006. She presented the results of the 2007 driver surveys. She also identified many areas for potential improvements for 2008.

The Board discussed a wide variety issues and opportunities concerning the 2008 Runoffs.

TECHNICAL SERVICES – Jeremy Thoennes

Jeremy presented a revised Spec Miata Compliance program.

STEWARDS – Ken Patterson

Ken presented an overview of 2007 activities. He reported on plans for steward licenses, and the track review program.

SCCA FOUNDATION – Larry Dent

The Street Survival program continues to be the major focus of the Foundation at this time.

The pilot programs, eight I believe were run, have done what we expected, and that was to iron out all the rough spots in adapting the BMW-CCA program to the needs of the SCCA's local regions.

We have learned a lot and are on track for a national rollout at convention.

I truly expect that this program will be huge and that every SCCA region will want to get involved.

The program will benefit young drivers, its primary purpose, but will also serve other things that will be of benefit to the regions. They will build community awareness of the SCCA, they should make site acquisition for solo's easier to obtain, they should show a surplus of funds for the region and the foundation, and the program's will certainly build a sense of togetherness in the regions between the solo community and the road race community.

All in all a win/win program.

OLD BUSINESS

MOTION: To approve the revised Spec Miata compliance program as presented by technical services. (Jones/Fairer) PASSED Voting NO, Porterfield, Sheridan, Dent, Sauce, Holtz, Christian

NEW BUSINESS

MOTION: To make the following changes to the RoadRally Rules and Regulations. (Dent/Allen) PASSED Unanimous

Insert new Section 4 on Page 6 after Article 4, Paragraph B, Section 3. Renummer current Sections 4&5 as Sections 5&6.

Article 4 SCCA-Sanction

B) Duration

4) For SCCA RoadRally Championship Series points reporting only, Regional events shall combine classes until there a minimum of two cars per class. The Regional event's general instructions shall specify a reasonable method for combining classes, if needed.

MOTION: To authorize per Diem for the three outgoing directors for their attendance at the National Convention. (Sheridan/ Sauce) PASSED Abstaining, Holtz

MOTION: To approve the 2008 Event Insurance Plan and to drop the excess liability policy as recommended by Risk Management. (Jones/Lybarger) PASSED, Voting NO, Holtz

MOTION: To request that the Club Racing Board develop contingency plans for those classes that had 2007 participation levels from 20th to 24th, should they not happen to meet the criteria for an invitation to the 2009 Runoffs. (Christian/Fairer) PASSED Unanimous

MOTION: That SCCA Inc. forgives \$8,325 of the remaining debt owed by the SCCA Foundation. (Allen/Fairer) PASSED Unanimous

MOTION: That the Club Racing Board not be limited in their consolidation efforts to only those classes with issues for Runoffs eligibility. (Sheridan/Sauce) PASSED Voting NO, Porterfield

MOTION: To approve the SCCA Inc. Strategic Plan (November 30, 2007) as presented by Jim Julow. (Dent/Sheridan) PASSED Unanimous

MOTION: To approve the 2008 Budget as presented, reflecting competition license fees of \$85 for a National license, \$65 for a Vintage license, and \$40 for a Time Trials license. (Jones/Sheridan) PASSED Unanimous

MOTION: To approve the following changes to the GCR as recommended by the Club Racing Board.

GCR Item 1 (Sauce/Lybarger) PASSED Unanimous

GCR Item 2 (Fairer/Lybarger) PASSED Voting NO, Sauce

GCR Item 3 (Sauce/Dent) PASSED Voting NO, Holtz, Introne

GCR Item 4 (Jones/Fairer) PASSED Voting NO, Porterfield, Dent, Sauce, Holtz, Christian, Sheridan

Formula Item 1 (Porterfield/Sauce) PASSED Abstaining, Christian

Formula Item 2 (Porterfield/Sauce) PASSED Abstaining, Christian

American Sedan Item 1 (Lybarger/Sauce) PASSED Unanimous

American Sedan Item 1 (Sauce/Lybarger) PASSED Unanimous

Showroom Stock Item 1 (Dent/Lybarger) PASSED Unanimous

Showroom Stock Item 2 (Sauce/Allen) PASSED Unanimous

Touring Item 1 (Sauce/Allen) PASSED Unanimous

GCR

Item 1. Effective 1/1/08: Change section 8.1.4 to read as follows:

To obtain a determination on the legality of a vehicle or component, without filing a formal protest, a competitor may request such a ruling from the Club Racing Office. The Chairman of the Stewards Program will then convene a first court. *The protest and appeal procedures described in sections 8.3 and 8.4 apply except that their decision would then be reviewed by the Court of Appeals. The fee for this service is \$250. A portion of this fee may be refundable at the discretion of either or both courts.* Penalties or penalty points will not be assessed in the event of a negative ruling. Also, a non-compliant ruling will be published; a compliant ruling will not be published. *The fee for this service is \$125 for the first court and \$175 for the Appeals Court.*

Item 2. Effective 1/1/08, change the third and fourth sentences of section 8.4.3 to read as follows:

The Notice of Appeal shall be U.S. Government postmarked or registered with a carrier service (i.e., UPS, Federal Express, etc.) within ten (10) days after the announcement of the decision being appealed has been given to the appellant and shall include the appropriate appeal fee of ~~\$175~~ ~~125~~, payable to SCCA, Inc. A minimum of ~~\$100~~ ~~50~~ of the appeal fee will be retained by the SCCA on all appeals that are filed, unless otherwise determined by the Court of Appeals.

Item 3. Effective 1/1/08: Change section 9.3.19.A as follows:

Driving suits that effectively cover the body from the neck to the ankles and wrists, manufactured of fire resistant material, worn with underwear of a fire resistant material. One piece suits are highly recommended. All suits and underwear shall be made of the following accepted fire resistant materials: Nomex, Kynol, FPT, IWS (wool), Fiberglass, Firewear™, Durette, Fypro, PBI, Kevlar, NASAFIL, or any suit carrying an SFI 3-2A/1 or higher certification patch. Underwear of PROBAN is approved. The following specific manufacturer(s) material combinations are also recognized: Simpson Heat Shield, Leston Super Protex, FPT Linea Sport, Carbon X, and Durette X-400. Underwear is not required with three-layer suits or with suits carrying FIA standards of 8856-1986 or 8856-2000 or SFI 3-2A/5 or higher (e.g., /10, /15, /20) Certification Patch. FIA homologated driving suits and underwear are recommended.

Effective 1/1/09: change section 9.3.19.A as follows:

Driving suits that effectively cover the body from the neck to the ankles and wrists, ~~manufactured of fire resistant material, worn with underwear of a fire resistant material.~~ One piece suits are highly recommended. All suits shall bear an SFI 3.2A/1 or higher certification label or FIA 8856-2000 homologation. ~~and underwear shall be made of the following accepted fire resistant materials: Nomex, Kynol, FPT, IWS (wool), Fiberglass, Firewear™, Durette, Fypro, PBI, Kevlar, NASAFIL, or any suit carrying an SFI 3.2A/1 or higher certification patch. Underwear of PROBAN is approved. The following specific manufacturer(s) material combinations are also recognized: Simpson Heat Shield, Leston Super Protex, FPT Linea Sport, Carbon X, and Durette X 400. Underwear of fire resistant material shall be used except Underwear is not required with three layer suits or with suits carrying FIA standards of 8856-1986 or 8856-2000 or SFI 3-2A/5 or higher (e.g., /10, /15, /20) Certification Patch. FIA homologated driving suits and underwear are recommended.~~

Item 4. Effective 1/1/08: Change section 3.3.5.E as follows:

A \$10 surcharge for each Spec Racer, Formula SCCA, and *Spec Miata* car must be submitted to the SCCA National Office with the tow fund and excess sanction fees for the event.

Formula

FE

Item 1. Effective 1/1/08, Change section 9.1.1.A.5.13.a., b., and c. as follows:

~~a.- A competitor shall start the race on the same set of tires (meaning the original four) as used in a qualifying session for the race. The only exception is rain tires. It is the responsibility of the competitor to ensure their tires are marked appropriately for qualifying and race sessions. It is recommended that regions offer these services at a central location such as pre-grid or Tech.~~

~~b.- A change of tires during or between a qualifying and race session shall automatically result in all previous times being disallowed.~~

~~c. If a tire is damaged during a qualifying session the competitor may replace that tire with a used tire upon approval of the Chief Steward. Should a tire be replaced for any reason, the competitor shall forfeit his grid position and start at the back of the grid.~~

a. A competitor shall start the race on tires used in a qualifying session for the race as identified by markings made on the tires by a race official. It is the responsibility of the competitor to ensure that his or her tires are appropriately marked prior to (e.g. on the false grid), during, or immediately after (e.g. as the car leaves the track) a qualifying session.

b. For races with more than one qualifying session, a competitor shall start the race on any marked tires from any qualifying session for the race.

c. If a competitor chooses to start the race on any tires that were not used in a qualifying session for the race and not appropriately marked, the competitor shall forfeit his or her grid position and start from the back of the grid. This forfeiture of grid position shall not apply if all qualifying sessions for the race were run under rain or wet conditions.

d. A complete set of four (4) rain or wet track tires may be used at the competitor's discretion for any race. Rain tires may be in new or used condition and require no special marking if used as a complete set of four.

Item 2. Effective 1/1/08, Add new section 8. to 9.4.5.G to read as follows:

8. Formula SCCA cars shall not be required to use a crush box until March 1st, 2008.

Effective 3/1/08, add a new section f. to section 9.1.1.A.5.5 to read as follows:

f. Enterprises impact attenuator part # WM180023 (crush box) shall be installed.

American Sedan

Item 1. The following changes to the engine rules are being proposed, effective 1/1/08:

Section 9.1.6.D.1.j, change the section to read as follows:

~~Engines may be bored to a maximum of .040" over standard bore size.~~ Engine block shall be cast iron as produced by the manufacturer for the specified displacement of the cars classified but shall not be restricted to the models or years listed. See Section F – Engine Build Sheets for additional specifications

1. Any aluminum replacement ~~dished or flat top (with valve relief's)~~ piston with three piston rings and a stock diameter piston pin may be used. See Section F – Engine Build Sheets for additional specifications

2. Piston rings are unrestricted.

3. Stock or alternate factory OEM connecting rods are permitted. Alternate factory OEM replacement rods shall be available from the vehicle manufacturer as direct replacement OEM-type substitutes. ~~Specifically approved aftermarket connecting rods are permitted.~~ See Section F – Engine Build Sheets for additional specifications.

Change section F. Engine Build Sheets to read as follows:

~~Chevrolet / Pontiac~~

GENERAL

~~Manufacturer:~~ General Motors Corp.

~~Model/Year:~~ Camaro/Firebird 1982-92 (Includes 1993 Camaro/Firebird and 04-06 GTO prepared to SCCA American Sedan specifications)

~~L / (CID):~~ 5.0L / (305 CID)

~~No. of Cylinders:~~ V-8

~~Bore (Range) Max:~~ 3.7400-3.7800" 4.040"

~~Stroke Max:~~ 3.4750-3.4800" 3.500"

Firing Order: 1-8-4-3-6-5-7-2

Compression Ratio: 10.30 Max.

Piston to Deck Clr: Not to exceed ~~0.000"~~ 0.013" above block deck surface (zero deck)

Valve Lift: ~~0.4800"~~ 0.5000" Max. @ 0.0000" lash

Block Casting #'s: ~~14010201, 14010202, 14010203, 14010231, 14016381, 10164548, 11068561, 14088551, 14093627, 14094766, 14093627, 14094766, 10049047, 14102058, 14016383, 355909, 361979, 460776, 460777, 460778, 10243878~~ Any-General Motors or Ford produced ferrous block meeting other AS required specifications.

Head Casting #'s: ~~14101081, 14014416~~ See Spec Line

Crankshaft Casting #'s: GM: 3932442, 14088526, 14088835, 566607

Ford: 2M, 2MA, 2MAB, 2MAC, 2MAD, 2MAE, E1AE-AA, E7AE-AA

Notes:

1. Any commercially available steel crankshaft which meets approved stroke, journal diameters and other specified dimensions and requirements is permitted. The minimum weight for any steel crankshaft shall be ~~48#~~ 42 lbs.
2. Crankshaft casting seam flash may be deburred.
3. Steel main bearing caps may be fitted provided no other modifications are made to any approved part or specified dimension.

BLOCK

Crankshaft Housing Bore: ~~2.6406-2.6416"~~ 2.4412"-2.6416"

Block Deck Height: ~~9.0070-9.0430"~~

GM: 9.0070-9.0430"

Ford: 8.1880-8.2240"

Bore Spacing:

GM: 4.4000"

Ford: 4.3800"

Lifter Bore: ~~0.8430-0.8450"~~ (Lifter bore sleeving is permitted — 2 lifter bores maximum.)

Options:

1. One-piece rear main seal adapter (with seal) may be used.
2. Cylinder block oil restrictors may be installed.
3. Block may be machined for the purpose of installing cylinder O-rings.
4. Block may be machined to true warped surfaces
5. Block casting seam flash may be deburred.
6. *Lifter bore sleeving is permitted.*

CONNECTING RODS

Big End Bore: ~~2.2247-2.2252"~~ 2.2247-2.2398"

Pin Fit: Floating or Interference Fit

Center to Center: ~~5.6985-5.7015"~~ Max 6.00"

Material: Forged Steel / Cast Iron (No Billet)

Alternate Manufacture: Any rod meeting the AS specs is permitted.

Options:

1. Wrist pin oiling holes may be added.

CAMSHAFT

Drive Type: Single or Dual-row chain

Lifter Type: Solid, flat-tappet

Lifter Dia: ~~.8420" nominal~~ .8750" Max

Options:

1. Camshaft thrust button may be installed

CRANKSHAFT

Main Journal Dia (Range): ~~2.4183-2.4493"~~ (1-4), ~~2.4178-2.4488"~~ (5) Min: 2.2182"

Rod Journal Dia (Range): ~~2.0690-2.1000"~~ Min 2.0690"

Options:

1. Crankshaft casting seam flash may be deburred.

PISTON

Material: Aluminum (Cast or Forged)

Ring Configuration: 3 rings, above pin

Dome Configuration: Flat top max. (dished piston dome permitted) Any dome configuration is permitted.

Pin Diameter: ~~.927" nominal~~ Max: .930"

Options:

1. Pins may be centered or offset. Offset shall not exceed factory specifications.

CYLINDER HEADS

Valve Job (Head): (Refer to Drawing 1)

Valve Job (Valve): (Refer to Drawing 2)

Intake Valve Size: ~~1.8350-1.8400"~~ Max: 1.94"

Exhaust Valve Size: ~~1.4950-1.5000"~~ Max: 1.54"

Valve Stem Diameter: (Refer to Drawing 2) Minimum stock stem diameter shall be maintained for at least 70% of the overall valve length (measured from stem tip).

Port Volume (Max.): ~~83.1 casting~~ 170.00cc IN / 65.00cc EX See spec line.

416 casting: 168.00cc IN / 60.00cc EX

Options:

1. Angle milling permitted on head gasket or intake manifold gasket surface(s) only. Modification or machining of exhaust manifold surfaces of cylinder head is prohibited.
2. Intake manifold surface may be milled to match angle milled head.
3. Heads may be machined to accept pushrod guide plates.
4. Heads may be machined to accept screw-in rocker studs.
5. Heads may be machined to for the purpose of installing integral o-ring head gaskets.
6. Heat riser passage may be blocked from intake manifold side of cylinder head only.
7. Valve spring pockets may be machined.

Notes:

1. Absolutely no modification, machining, tooling, etc. of the combustion chambers is permitted.

MISCELLANEOUS

1. Direct replacement high volume/pressure oil pumps may be fitted provided that no modification to the engine is required for their installation. Alternate oil pump drive shafts may be fitted.

Ford / Mercury

GENERAL

Manufacturer: Ford Motor Company

Model/Year: ~~Mustang 1979-95 (Includes 1996 Mustang prepared to SCCA American Sedan specifications), Mercury Capri 1979-86~~

L / (CID): 5.0L / (302 CID)

No. of Cylinders: V 8

Bore (Range): 4.0000-4.0400"

Stroke: 2.9950-3.0000"

Firing Order: 1-3-7-2-6-5-4-8 or 1-5-4-2-6-3-7-8

Compression Ratio: 10:30 Max.

Piston to Deck Clr: Not to exceed 0.013" above block deck surface

Valve Lift: 0.5000" Max. @ 0.0000" lash

Block Casting #'s: Any D, E, or F Ford Windsor 302 block casting with 2 bolt main bearing caps.

Head Casting #'s: F3ZE-AA (GT40), F1ZE-AA (GT40), F77E-AA (GT40 P)

NOTE: All other legal Ford (Non GT 40) head castings (w/ 1.780" IN & 1.450" EX valve sizes) may be used. No additional preparation is permitted and no consideration will be given to lack of competitiveness in comparison to the GT 40/GT 40P cylinder heads.

Crankshaft Casting #'s: 2M, 2MA, 2MAB, 2MAC, 2MAD, 2MAE, E1AE-AA, E7AE-AA

Notes:

1. Ford Motorsport block number M-6010-B50 is permitted.
2. Any commercially available steel crankshaft which meets approved stroke, journal diameters and other specified dimensions and requirements is permitted. The minimum weight for any steel crankshaft shall be 42#.
3. Crankshaft casting seam flash may be deburred.

BLOCK

Crankshaft Housing Bore: 2.4412-2.4420"

Block Deck Height: 8.1880-8.2240"

Bore Spacing: 4.3800"

Lifter Bore: 0.8730-0.8750" (Lifter bore sleeving is permitted—2 lifter bores maximum.)

Options:

1. Cylinder block oil restrictors may be installed.
2. Block may be machined for the purpose of installing cylinder O-rings.
3. Block may be machined to true warped surfaces.
4. Block casting seam flash may be deburred.

CONNECTING RODS

Big End Bore: 2.2390-2.2398"

Pin Fit: Floating or Interference Fit

Center to Center: 5.0885-5.0915"

Material: Forged Steel / Cast Iron (No Billet)

Alternate Manufacture: Any rod meeting the AS specs is permitted.

Options:

1. Wrist pin oiling holes may be added.

CAMSHAFT

Drive Type: Single or Dual row chain

Lifter Type: Solid, flat tappet

Lifter Dia: .8740" nominal

CRANKSHAFT

Main Journal Dia (Range): 2.2182-2.2490"

Rod Journal Dia (Range): 2.0928-2.1236"

Options:

1. Crankshaft casting seam flash may be deburred.

PISTON

Material: Aluminum (Cast or Forged)

Ring Configuration: 3 rings, above pin

Dome Configuration: Flat top max. (dished piston dome permitted)

Pin Diameter: .912" nominal

Options:

1. Pins may be centered or offset. Offset shall not exceed factory specifications.

CYLINDER HEADS

Valve Job (Head): (Refer to Drawing 1)

Valve Job (Valve): (Refer to Drawing 2)

Intake Valve Size: 1.8350-1.8400" (GT40 & GT40 P), 1.775-1.780" (non GT40)

Exhaust Valve Size: 1.5350-1.5400" (GT40), 1.4450-1.4500" (GT40 P & non GT40)

Valve Stem Diameter: (Refer to Drawing 2)

Port Volume (Max.): 143.0cc IN / 54.0cc EX (GT40 & GT40P)

Options:

1. Angle milling permitted on head gasket and/or intake manifold gasket surface(s) only. Modification or machining of exhaust manifold surfaces of cylinder head is prohibited.
2. Intake manifold surface may be milled to match angle milled head.
3. Heads may be machined to accept pushrod guide plates.
4. Heads may be machined to accept screw in rocker studs.
5. Heads may be machined to for the purpose of installing integral o-ring head gaskets.
6. Heat riser passage may be blocked from intake manifold side of cylinder head only.

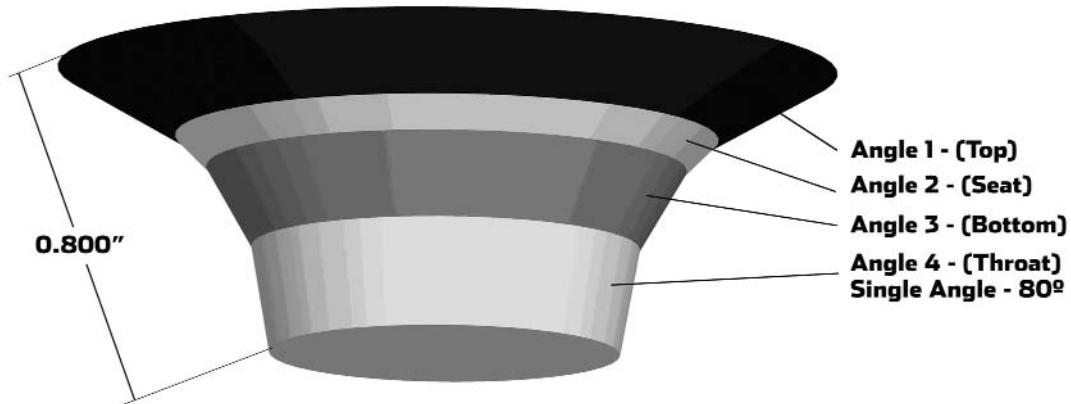
Notes:

1. Absolutely no modification, machining, tooling, etc. of the combustion chambers is permitted.

MISCELLANEOUS

1. Direct replacement high volume/pressure oil pumps may be fitted provided that no modification to the engine is required for their installation. Alternate oil pump drive shafts may be fitted.

FIGURE 1



**Editor's Note - THE FOLLOWING SPEC PAGE IS AS APPROVED BY THE BOARD AT THE 11/30/07 MEETING.
SEE CURRENT TECHNICAL BULLETIN FOR UPDATED AMERICAN SEDAN SPEC PAGE.**

| AS | Wheel-base (inch) | Gear Ratios (Std.) | Gear Ratios (alt.) | Gear Ratios (alt.) | Brakes (Max) (mm) | Weight (lbs) | Notes: |
|--|-------------------|------------------------------|------------------------------|------------------------------|-------------------|--|--|
| Camaro & Firebird (82-92) | 101.0 | 3.42, 2.28, 1.45, 1.00 | 2.95, 1.94, 1.34, 1.00, 0.73 | 3.35, 1.93, 1.29, 1.00, 0.61 | 12.2 x 1.25 Disc | 3280* 3380 Over 313 Cubic inch Displacement 3580 | Dana 44 axle permitted. Harwood fiberglass hood (P/N 12100) is permitted. * Weight w/ block casting #'s: 14010201, 14010202, 14010203, 14016381, 10164548, 11068561, 14088551, 14093627, 14094766, 14093627, 14094766, 10049047, 14102058, 14016383, 355909, 361979, 460776, 460777, 460778, 10243878. Engine built to A/S Build Sheet specifications with the following: Head Casting #'s: 14101081, 14014416 Port Volume (Max.): 081 casting: 170.00 cc in/ 65.00 EX; 416 Casting 168.00cc IN /60.00 EX cc |
| Camaro & Firebird (93-02) | 101.1 | 2.95, 1.94, 1.34, 1.00, 0.73 | 3.35, 1.93, 1.29, 1.00, 0.61 | | 12.2 x 1.25 Disc | 3280* 3380 Over 313 Cubic inch Displacement 3580 | Dana 44 axle permitted. Alt Hood: American Sports Car Design, Inc. (Part # S-400) w/rear opening closed. Right side wiper mechanism may be removed and underside of cowl may be modified to facilitate carb installation. P/S bracket may be modified or replaced to accommodate the P/S pump. The cowl and shock tower sheet metal may be modified to allow the installation of an 82-92 F-body brake booster and master cylinder. Camaro SS hood from SLP or SVD is permitted with ram air opening sealed to prevent the passage of air. Engine/transmission installation procedure as provided by SCCA Club Racing shall be utilized. WS6 hood is permitted with ram air opening sealed to prevent the passage of air. * Weight w/ block casting #'s: 14010201, 14010202, 14010203, 14010231, 14016381, 10164548, 11068561, 14088551, 14093627, 14094766, 14093627, 14094766, 10049047, 14102058, 14016383, 355909, 361979, 460776, 460777, 460778, 10243878. Engine built to A/S Build Sheet specifications with the following: Head Casting #'s: 14101081, 14014416 Port Volume (Max.): 081 casting: 170.00 cc in/ 65.00 EX; 416 Casting 168.00cc IN /60.00 EX cc |
| Mustang Incl. Cobra & Cobra R (79-93) | 100.4 | 3.07, 1.72, 1.00, 0.70 | 2.95, 1.94, 1.34, 1.00, 0.63 | 3.35, 1.99, 1.33, 1.00, 0.68 | 12.2 x 1.25 Disc | 3180 Over 313 Cubic inch Displacement 3580 | Permitted: Rear disc brake kit (M-2300-C) and/or 5-lug kit (M-2300-F). Engine built to A/S Build Sheet specifications with the following: Head Casting #'s: F3ZE-AA (GT40), F1ZE-AA (GT-40), F7FE-AA (GT-40P) Port Volume (Max.): 143.00cc IN/ 54.00cc EX (GT-40 & GT-40P) |
| Mustang Incl. Cobra thru 95 (94-98) | 101.3 | 2.95, 1.94, 1.34, 1.00, 0.63 | 3.35, 1.99, 1.33, 1.00, 0.68 | | 12.2 x 1.25 Disc | 3380 Over 313 Cubic inch Displacement 3580 | Cobra R hood (F5ZV-16612-AA) is permitted with rear opening closed off. Hydro boost braking system is not permitted. Any 1994, and up, Mustang vacuum assisted braking system shall be used. Engine built to A/S Build Sheet specifications with the following: Head Casting #'s: F3ZE-AA (GT40), F1ZE-AA (GT-40), F7FE-AA (GT-40P) Port Volume (Max.): 143.00cc IN/ 54.00cc EX (GT-40 & GT-40P) |
| Mustang Incl. Cobra (99-04) | 101.3 | 2.95, 1.94, 1.34, 1.00, 0.63 | 3.35, 1.99, 1.33, 1.00, 0.68 | | 12.2 x 1.25 Disc | 3380 Over 313 Cubic inch Displacement 3580 | Cobra R bodywork and independent rear suspension not permitted. '94-'95 Mustang K-member may be used to facilitate installation of 302 engine. Under no circumstances is the '99-'00 K-member to be modified. Hydro boost braking system is not permitted. Any 1994, and up, Mustang vacuum assisted braking system shall be used. Engine built to A/S Build Sheet specifications with the following: Head Casting #'s: F3ZE-AA (GT40), F1ZE-AA (GT-40), F7FE-AA (GT-40P) Port Volume (Max.): 143.00cc IN/ 54.00cc EX (GT-40 & GT-40P) |
| Mustang GT (2005) | 107.1 | 3.38, 2.00, 1.32, 1.00, .675 | 2.95, 1.94, 1.34, 1.00, 0.63 | | 12.2 x 1.25 Disc | 3380 Over 313 Cubic inch Displacement 3580 | Engine/transmission installation procedure as provided by SCCA Club Racing shall be utilized. Engine built to A/S Build Sheet specifications with the following: Head Casting #'s: F3ZE-AA (GT40), F1ZE-AA (GT-40), F7FE-AA (GT-40P) Port Volume (Max.): 143.00cc IN/ 54.00cc EX (GT-40 & GT-40P) |
| Capri (79-86) | 100.4 | 3.07, 1.72, 1.00, 0.70 | 2.95, 1.94, 1.34, 1.00, 0.63 | 3.35, 1.99, 1.33, 1.00, 0.68 | 12.2 x 1.25 Disc | 3180 Over 313 Cubic inch Displacement 3580 | Permitted: Rear disc brake kit (M-2300-C) and/or 5-lug kit (M-2300-F). Engine built to A/S Build Sheet specifications with the following: Head Casting #'s: F3ZE-AA (GT40), F1ZE-AA (GT-40), F7FE-AA (GT-40P) Port Volume (Max.): 143.00cc IN/ 54.00cc EX (GT-40 & GT-40P) |
| GTO (04-06) | 109.8 | 2.95, 1.94, 1.34, 1.00, 0.73 | 3.35, 1.99, 1.29, 1.00, 0.61 | | 12.2 x 1.25 Disc | 3480 Over 313 Cubic inch Displacement 3680 | Engine/Transmission installation procedure as provided by SCCA Club Racing shall be utilized (TBD). Production IRS allowed w/ a maximum camber of -0.5° at static ride height. Engine built to A/S Build Sheet specifications with the following: Head Casting #'s: 14101081, 14014416 Port Volume (Max.): 081 casting: 170.00 cc in/ 65.00 EX; 416 Casting 168.00cc IN /60.00 EX cc |

Item 2. Effective 1/1/08, change section 9.1.6.D.9.e to read as follows:

The steering column is unrestricted. A collapsible type steering column is strongly recommended. The driver's normal seated position must not be relocated.

~~Steering knuckle flexible coupling may be replaced with steel universal joint.~~

Showroom Stock

Item 1. Effective 1/1/08, change section 9.1.7.E.28 by deleting the section in its entirety:

~~Vehicles previously classified with performance kits may continue to compete with these kits. No new performance kits will be classified.~~

Item 2. Effective 1/1/08, change the second paragraph of section 9.1.7.B by deleting the fifth sentence as follows:

~~Cars that are five (5) calendar years older than the current competition year shall not be eligible for positive competition adjustments.~~

Touring

Item 1. Effective 1/1/08, change section 9.1.10.C.4.b by deleting the second sentence as follows:

~~Cars that are five (5) calendar years older than the current competition year shall not be eligible for positive competition adjustments.~~

MOTION: To approve Pete Hylton's request to create an ongoing series of books that preserve SCCA history, to release the rights to more of Pete Hylton's SportsCar articles for use in these books, and agree to his continued use of old photos from Sports Car and the archives in these books. (Jones/Porterfield) PASSED Unanimous

MOTION: To extend the heartfelt condolences of the Board of Directors to Joanne Jensen on the passing of her husband Bill Stringer. (Jones/Allen) PASSED Unanimous

MOTION: To adjourn. (Holtz/Fairer)

Respectfully submitted,

Jim Christian
Secretary

BOARD OF DIRECTORS MINUTES

BOARD OF DIRECTORS' MINUTES | SPORTS CAR CLUB OF AMERICA, INC. | Dec. 1, 2007

The Board of Directors, Sports Car Club of America, Inc. met in Topeka, Kansas, December 1, 2007. The following members participated: Bob Introne, Howard Allen, Jim Christian, Philip Creighton, Larry Dent, R. J. Gordy, Bob Lybarger, Lisa Noble, Andy Porterfield, John Sheridan, Mike Sauce, K.P. Jones and Jerry Wannarka.

2008 Board of Directors Officers and Committees

Officers (Note - Updated in 12/10/07 Minutes)

Chairman - R. J. Gordy

Vice Chairman - John Sheridan

Secretary - Jim Christian

Assistant Secretary -

Treasurer - K.P. Jones

Assistant Treasurer -

5th Member Executive Committee - Bob Introne

1st Alternate Executive Committee - Mike Sauce

2nd Alternate Executive Committee - Jerry Wannarka

NEW BUSINESS

MOTION: To approve the following program board appointments. (Lybarger/Porterfield) PASSED, Unanimous

CLUB RACING BOARD

Bob Dowie - Chairman
Stan Clayton
Peter Keane
Russ McHugh
Dave Gomberg
Chris Albin

STEWARDS PROGRAM

Ken Patterson - Chairman

COURT OF APPEALS

Robert Horansky - Chairman
Richard Templeton
David Nokes
Fred Cummings - Alternate
Jo Anne Jensen - Alternate

NATIONAL ADMINISTRATORS

| | |
|--------------------------|----------------|
| Driver Licensing | TBA |
| F&C | Ann Hefty |
| Emergency Services | Leo Baker |
| Race Administration | Marina Kraft |
| Registration | Rusty Goodale |
| Scrutineering | Toni Creighton |
| Sound Control | Wayne Briggs |
| Starters | Dee Greaves |
| Timing and Scoring | Mark Waggoner |
| Archivist/ Historian | Peter Hylton |
| Grid/Pit | Gayle Lorenz |
| Chief Driving Instructor | Ed Zebrowski |
| Medical Safety | Dr. Jim Butler |

SOLO EVENTS BOARD

GLDiv - Rick Myers
SEDiv - Donnie Barnes
SWDiv - Erik Streiniaks
NORPAC - Ron Bauer
SOPAC - Jason Isley
RMDiv - Chris Dorsey
MIDiv - Dave Whitworth
CENDiv - Steve Wynveen
NEDiv - Tina Reeves - Chair

DIVISIONAL SOLO STEWARDS

GLDiv - Jason Tipple
SWDiv - Todd Farris
SEDiv - Heyward Wagner
CENDiv - TBD
SOPAC - Brian Peters
NORPAC - Brian Nemy
NEDiv - Chris Franson
RMDiv - Lindsay Wilson
MIDiv - Vern Maxey

SOLO SAFETY COMMITTEE (SSC)

Kathy Barnes, Chair
Brian Robertson
John Lieberman
Bruce Bellom
Aruch Poonsapaya
Cal Craner
Janice Rick

ROAD RALLY BOARD

Kevin Poirier - Chairman
Lois Van Vleet
Rick Beattie
Charles Edwards

DIVISIONAL ROADRALLY STEWARDS

SEDiv - Bob Ricker
SOPAC - Jeanne English
GLDiv - Mike Bennett
CENDiv - Mike Thompson
NEDiv - Ted Goddard
MIDiv - Rich Bireta
NORPAC - Monte Saager
RMDIV - TBA
SWDiv - Sasha Lanz

ROADRALLY RULES COMMITTEE

Rick Beattie - Chair
Mike Thompson
Jim Freidman
W. David Teter
J Toney
Dave Kolb

DIVISIONAL RALLYCROSS STEWARDS

SW Div - Richard Miller
GLDiv - David Rudy
CenDiv - Brent Carlson
MidDiv - Jerry Doctor
NEDiv - Scott Beliveau
NorPac - Ben Bradley
RMDiv - Karl Sealander
SEDiv - David Brooks
SOPAC - Jayson Woodruff

RALLYCROSS BOARD

Mark Walker - Chair
Tom Nelson
Mark Utecht
Jayson Woodruff
John Barnett
Matt Nichols

TIME TRIALS ADMINISTRATIVE COUNCIL

Southeast - Stephen Thompkins
Southern Pacific -
Central - Toni Machi
GLDiv -
Northeast - Matt Rowe
Midwest - Jan Rick
NORPAC - Dave Deborde
Rocky Mountain - Josh Hadler
Southwest - Dr. Kent Carter

MOTION: To approve the 2008 recipient of the Woolf Barnato Trophy. (Introne/ Sauce)

MOTION: To adjourn.

Respectfully submitted,

Jim Christian
Secretary

BOARD OF DIRECTORS MINUTES

BOARD OF DIRECTORS' MINUTES | SPORTS CAR CLUB OF AMERICA, INC. | Dec. 10, 2007

The Board of Directors, Sports Car Club of America, Inc. met via teleconference December 10, 2007. The following members participated: Bob Introne, Chairman, Howard Allen, Jim Christian, Charlie Clark, Larry Dent, R.J. Gordy, Brian Holtz, Bob Lybarger, Andy Porterfield, John Sheridan, Mike Sauce and K.P. Jones. Jim Julow, President also participated. Attending but not voting, Phil Creighton, Lisa Noble, Jerry Wannarka.

MOTION: To approve the amended minutes of the November 30, 2007 meeting. (Porterfield/Sauce) PASSED, Unanimous

PRESIDENT'S REPORT

Jim Julow reported on the meeting with Mazda at this years Performance Racing Industry show. A press release will go out tomorrow.

OLD BUSINESS

MOTION: To amend the minutes of the November 30th, meeting as follows: That SCCA Inc. forgives \$8,325 of the remaining debt owed by the SCCA Foundation. (Allen/Fairer) PASSED Unanimous

MOTION: To waive the provisions of GCR paragraph 3.9.2.E, to allow GT3 to participate in the 2008 Runoffs. (Dent/Allen) PASSED Voting NO, Jones, Christian, Introne, Sheridan

MOTION: To waive the provisions of GCR paragraph 3.9.2.E, to allow GP to participate in the 2008 Runoffs. (Sheridan/Jones) FAILED Voting NO, Holtz, Lybarger, Clark, Sauce, Gordy, Allen, Dent, Abstaining, Introne, Jones, Christian, Porterfield

MOTION: To approve the following GCR change as recommended by the Club Racing Board. (Sauce/Lybarger) PASSED Unanimous

Effective 1/1/08, change the second paragraph on section 9.1.8.C.4.b to read as follows:

1999-up cars shall use the bump stops from the Mazdaspeed kit (p/n 0000-04-5993-AW) in conjunction with the 1999-up stock upper mount assembly consisting of the upper mount (p/n: NC10-28-340C), the upper mount bushing (p/n: NC10-28-776) and the upper mount washer (p/n: NC10-28-774), and shock body spacer over the shock shaft (p/n 1234-56-789-AW). All other OEM upper mounting hardware shall be discarded. 1990-1997 cars may use the bump stops from the Mazdaspeed kit (p/n 0000-04-5993-AW) in conjunction with the 1999-up stock upper mount assembly consisting of the upper mount (p/n: NC10-28-340C), the lower mount bushing (p/n: NC10-28-776) and the upper mount washer (p/n: NC10-28-774). Non-OEM equivalents may be used in place of the upper mount, upper mount bushing, and upper mount washer only. No other modifications are allowed.

NEW BUSINESS

There was considerable discussion over a plan presented by Mike Sauce for combining classes at the Runoffs. This was not formally acted upon by the BOD, but was referred to the CRB for refinement, study and public comment.
2008 Board of Directors and Officers and Committees

Officers

Chairman - R J Gordy
Vice Chairman - John Sheridan
Secretary - Jim Christian
Assistant Secretary - Lisa Noble
Treasurer - K.P. Jones
Assistant Treasurer - Bob Introne
5th Member Executive Committee - Bob Introne
1st alternate Executive Committee - Mike Sauce
2nd Alternate Executive Committee - Jerry Wannarka

Liaisons

Solo Event Board - Lisa Noble/Bob Introne
Club Racing Board - Jerry Wannarka/Bob Lybarger
Performance Rally board - n/a
Road Rally Board - Howard Allen
Enterprises Board - Andy Porterfield
Insurance Committee - Larry Dent
Stewards - Jerry Wannarka
Court of Appeals - Howard Allen
SCCA Foundation - Larry Dent
TTAC - Lisa Noble

BoD Committees

Budget and Finance

K.P. Jones, Chair
Mike Sauce
Jerry Wannarka
Howard Allen
Phil Creighton

Compensation

John Sheridan
Bob Lybarger
Larry Dent
Phil Creighton
K.P. Jones

Insurance

Larry Dent

Director Dujour

Lisa Noble

Planning

Jerry Wannarka, Chair
Jim Christian
John Sheridan
Mike Sauce
Lisa Noble
K.P. Jones

Race Track

Bob Introne, Chair
Mike Sauce
Larry Dent
Howard Allen
Bob Lybarger

SCCA Foundation

Larry Dent
Lisa Noble
Howard Allen

SCCA Enterprises
Andy Porterfield, Chair

SCCA Pro Board
Brian Holtz, Chair
Howard Allen
K.P. Jones
Jim Julow

MOTION: To approve the following changes to the Solo Rules, effective 1/1/08, as recommended by the SEB. (Clark/Sheridan) PASSED
Unanimous

SOLO STREET PREPARED CATEGORY

- o Add the New Beetle 1.8T to the same listing line in DSP as the Golf and Jetta ('99-'05). (ref 07-011)
- o Combine all 1st-gen Toyota MR2's onto one line in CSP. (ref. 06-091)

MOTION: To adjourn. (Dent/Allen)

Respectfully submitted,

Jim Christian
Secretary

CLUB RACING BOARD MINUTES

CLUB RACING BOARD MINUTES | Dec.4, 2007

The Club Racing Board met by teleconference on December 4, 2007. Participating were Bob Dowie, Chairman; Chris Albin, Stan Clayton, Peter Keane, Russ McHugh, and Craig Taylor. Also participating were and Mike Sauce, BoD Liaison; Terry Ozment, Vice President of Club Racing; Jeremy Thoennes, Technical Services Manager; John Bauer, Technical Assistant Club Racing; and Lauri Burkons, CRB Secretary, and Dave Gomberg, Chairman of the Formula/Sports Racing advisory committee.

In addition to those items covered in Technical Bulletin 08-01, the following decisions were made:

PROPOSED RULE CHANGES OR CAR RECLASSIFICATIONS

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. Comments may be e-mailed to crb@scca.com.

Formula/Sports Racing

Item 1. Effective 2/1/08: Add the following before the last sentence of the first paragraph in section 9.4.5:

Closed cockpit sports racer cages may be constructed in accordance with 9.4. ROLL CAGES FOR GT AND PRODUCTION BASED CARS

Item 2. (FB) Effective 11/1/08: Add new paragraph J to section 9.1.1.H.4 as follows:

J. The stock chain tensioner may be replaced with any mechanical chain tensioner.

Item 3. (FF) Effective 11/1/08: Remove section 9.1.1.D.2.s.10 and renumber subsequent paragraphs:

Exhaust Outlets

~~Exhaust outlets on cars registered after January 1, 1986 shall not extend more than 60cm (23.60") behind the centerline of the rear axle and shall be positioned between 30mm (1.18") and 60cm (23.6") from the ground, measured to the bottom of the exhaust pipe.~~

Item 4. (FV) Effective 2/1/08: Change section 9.1.1.C.3.a.8 as follows:

The rubber portion ~~only~~ of the bump stop and ~~any portion or all of the bump stop horn~~ may be ~~altered or~~ removed up to its base at the beam upright.

Item 5. (SRF) Effective 2/1/08: Change section 9.1.9.C.5.k by creating a new section l. for the third paragraph to read as follows:

l. Required Bodywork Modification:

A 22.5" diameter wheel arch ~~may~~ shall be cut in each side of the tail section. Viewing the tail section from the side, draw a vertical line at the drive axle centerline. Locate the top of the wheel arch at a point measured from the bottom edge of the tail section 9.25" vertically along the centerline. The 22.5" diameter circle intersects the bottom edge of the tail section 11.1" either side of the centerline. The tail section may be reinforced in the forward and aft portions of the wheel arch. Dimension tolerance is +/- 0.75".

Grand Touring

Item 1. Effective 2/1/08: Change section 9.1.2.F.4.b.13 as follows (portions omitted remain unchanged):

A spoiler or a Club Racing specified rear wing for GT2 may be fitted to the rear of the car. Note: O.E.M. rear spoilers and wings are not permitted unless specifically listed on the vehicle's specification form.

If a spoiler is used, it shall be contiguous with the bodywork and shall comply with the following:

(Existing sections 9.1.2.F.4.b.13.a-d)

If a Club Racing specified wing is used (GT2 only), it shall comply with the following:

E. Specifications: Unmodified single element Liebeck airfoil #1LD104E scaled to a chord length of 10.75 inches. The maximum cross-sectional tolerance of the wing profile is 0.060 inch. A maximum 0.50 inch Gurney tab is allowed at the trailing edge of the wing element. The tab must be mounted 90 degrees to the upper wing surface. No air may pass between the tab and the wing. The wing end plates must fit within a rectangle measuring 11.00 inches long by 4.00 inches tall. No portion of the wing element or tab may extend beyond the perimeter of the endplate. The endplates must be mounted parallel to the vehicle centerline, and must be perpendicular to the ground. Endplates must be flat, with no curvature or Gurney tabs. The maximum width of the entire wing assembly (wing element, endplates, Gurney tab, and mounting hardware) is 68.00 inches, but no wider than the rear body width including fender flares.

F. Wing mounting: The entire wing assembly must be mounted below the highest point of the roof or roll cage main hoop whichever is higher measured at the highest point. The trailing edge of the wing assembly must be located within an area defined by a point; 6" forward of rearmost bodywork measured at vehicle centerline. Two wing mounting posts must be used, with each one located between 8"-20" inboard from end of wing. The wing mounting posts shall not exceed 85 square inches

each. The maximum wing angle from horizontal is 30-degrees.

Item 2. Effective 2/1/08: Change section 9.1.2.F.4.b.12 as follows:

A spoiler may be fitted to the front of the car. It shall not protrude beyond the overall outline of the car as viewed from above except in GT2 where a front splitter may extend up to *three* (3) inches. In all classes, the spoiler shall not extend aft of the forward most part of the front fender opening (cutout), and shall not be mounted...

Production

Item 1. Effective 11/1/08: Reclassify the EP Lotus 7 series 4 to FP at 1,810 lbs.

Item 2. Effective 11/1/08: Reclassify the EP Volvo 142/142E to FP at 2,150 lbs.

Item 3. Effective 11/1/08: Reclassify the FP Volvo 142/144 to GP at 2,100 lbs.

Item 4. Effective 11/1/08: Reclassify the EP Lotus Europa to FP at 1,630 lbs.

RECOMMENDATIONS TO THE BoD

None

MEMBER ADVISORIES

None

NEW CAR CLASSIFICATIONS

GT2 – MGB GT V8 and MG RV8

GTL – Lotus Europa bodywork

GTL – Mazda RX-3 bodywork

GTL – Mazda RX-7 bodywork

GTL – Nissan/Datsun SRL 311U roadster bodywork

FP – Acura Integra (90-93) – Level 2

HP – BMW 1600 (68-71) – Level 2

HP – Toyota Corolla (71-74) – Level 2

HP – Triumph Spitfire 1300 – Level 1 Suspension/Level 2 Drivetrain

ST – Austin Martin V8 Vantage N24 (07)

ST – Chevrolet Corvette C6 Z06 (08)

ST – Lotus Sport Exige Cup 255 (07)

T1 – Chevrolet Corvette Coupe (08)

T1 – Saleen Parnelli Jones Mustang (07)

T1 – Mustang Steeda Q335 (07)

T2 – Acura TL Type S (07-08)

T2 – Chevy Cobalt SS (08)

T2 – Chevy HHR SS (08)

T2 – Pontiac Solstice GXP (08)

T3 – Lexus IS300 (02-04)

T3 – Honda S2000 CR

T3 – Mazda RX-8 (08)

T3 – Mini Cooper S (07-08)

T3 – Subaru Legacy (07-08)

T3 – Volkswagen GTI (06-08)
SSB – Mazda MX-5 (08)
SSB – Pontiac Solstice (08)
SSC – Cobalt Sport (08)
SSC – Honda Accord Coupe LS-X (08)
SSC – Mazda3 s (08)
SSC – Pontiac G5 GT (08)

REFERRED or TABLED

Formula/Sports Racing

CSR – Clarify forced induction preparation (Staff).

Grand Touring

GTL – Classify the Nissan 350Z (Burke). Tabled for further discussion.

Production

1. P – Allow girdles in rewrite (Cypher). Tabled for further discussion.
2. P – Reclassify the Z3 1.9 to FP (Moore/Sturgeon). Tabled for evaluation of the EP class.
3. P – Classify the 1997 Z3 2.5 to EP (Moore/Sturgeon). Tabled for verification of specifications.
4. EP – Slow down the Prelude (Ira). Tabled for further evaluation of the EP class.
5. EP – Reduce the weight of the EP Miata (Heintzman). Tabled for further evaluation of the EP class.
6. EP – Allow 32 mm chokes for the Triumph TR6 (Halkias). Tabled for further evaluation of the EP class.
7. EP – Classify the S2000 (Swan). Tabled for further evaluation of the EP class.

Touring/Showroom Stock

1. T1 – Increase the Viper restrictor and remove weight (Pinaric). Tabled for further research.
2. T2 – Allow an alternate radiator for the Mitsubishi Lancer Evo (Moses). Tabled for further research.
3. T3 – Reclassify the Chrysler Crossfire to SSB (Lipperini). Tabled for further research.
4. SSC – Allow the Toyota Corolla GTS an accusump (Peele). Tabled for follow up to obtain specific part and installation information.

NOT RECOMMENDED

GCR

Do not allow competitors to stop in pit lane before going to impound (Burdge). The rule is adequate as written.

Formula/Sports Racing

1. F – Require six laminates of 5 ounce material for nose boxes (Lathrop). There are existing nose boxes that are compliant with the rules and have demonstrated their viability for this purpose.
2. FC – Allow aluminum calipers (Wright). The committee has discussed this request numerous times and does not support the change as it would become a “must have” item.
3. F500 – Allow the 923 168 cylinder head with alternate gasket and specify a combustion chamber size (Wassersleben). There are sufficient parts for the allowed engines.
4. F1000 – Allow V twins up to 1000 cc (Madsen). We will reconsider for the 2009 season.
5. SR – Clarify the louver opening/tire visibility rules (Devins/Schumacher). The rules are adequate as written.
6. SRSCCA – Change the name to ESR (Skirmants). Not at this time, as the class is still part of CSR.
7. SRF – Require tires to be used as manufactured (Skirmants). This is not enforceable.

Grand Touring

1. GT3 – Allow the 12A Bridgeport to run with no chokes (Jacalone). We recently made changes and wish to monitor the results.
2. Reduce the weight of the 12A peripheral port (Christman). We will monitor performance.
3. GTL – Allow the KA24 and SR20 Nissan engine (Burke). The engines exceed the displacement parameters of the class.
4. GTL – SIR plan (Spencer). We continually review the SIR sizes. We have not allowed a tiered structure for carburetor chokes and are not considering it for SIRs either.
5. GTL – Tiered SIR proposal for tub cars (Downey/Zekert). We continually review the SIRs.
6. GTL – Increase all weights by 2.5 percent (Zekert). Weights are appropriate as listed.

Production

1. P – Allow undercut valves in limited prep (Bartell). We have discussed this on several occasions and believe this is not a positive change for the category.
2. P – Allow alternate brakes (Church/Halkias). We wish to keep the Production category on production brakes.
3. HP – Reduce the weight of the 510 to 1,860 lbs, allow alternate carburetors and alternate head (Meller). We have made recent adjustments to HP and wish to monitor the results.
4. HP – Help the VW Scirocco (Barrack). We have made changes to other cars in the class and wish to monitor the results.

Touring/Showroom Stock

1. T2 – Allow the supercharged Lotus if nothing else is approved (Zabinski). We have made changes to the Lotus and wish to monitor its performance.
2. T2 – Help the Lotus Elise and Exige (6 letters). We have made changes to the Lotus and wish to monitor its performance.
3. Classify the 08 Mini Cooper S JCW Challenge Car (Davis). We will consider the car when it becomes available for sale.
4. SS – Allow stainless steel brake lines (Niffenegger/Lipperini). SS does not allow such changes.
5. T3 – Reduce the weight of the Honda S2000 (3 letters). We have made changes to the car and wish to monitor its performance.
6. SSB – Remove the restrictor from the Z4 (Tippens/Daniels). We have made changes to the Z4 and wish to monitor its performance.
7. SSC – Allow an alternate oil pan for the 2005 Corolla XRS (Peele). We have already approved an accusump pending the receipt of parts.

Previously Addressed

Addressed in Technical Bulletin 08-01 or the January 2008 FasTrack:

FE – Spec a front crush structure (Skirmants).

Addressed in Technical Bulletin 07-12 or the December 2007 FasTrack:

GT3 – Allow Production cars to compete in GT (Spiers/Fox).

GT3 – Classify the 13B Streetport with unrestricted carburetion and no SIR (Biesterfeldt).

GTL – Classify the MG Midget/Austin Healey bodies (Linn).

GTL – Allow G Production in GTL (Zekert)

GP – What do you plan to do with GP (Hammer).

IT – Allow jacking points (Miskoe).

T1 – Allow removal of emergency brake on the Corvette C5 (Ingle).

SM – Reduce the weight of the 1.6 Miata (3 letters).

No Action Required

GCR

1. Runoffs input (Flesher/Berkkley) Thank you for your input.
2. Opposition to timing and scoring language (Killian/Kumor). Thank you for your input.
3. Opposition to 24 class rule (Welling). Thank you for your input.
4. Runoffs schedule input (Ward). Thank you for your input.
5. Go karting input (Czmowski). Thank you for your input.
6. Fuel input (Naimi). Thank you for your input.
7. Clarify the use of FIA 1986 driving suits (Brown). The implementation of the new rules has been delayed.

Formula/Sports Racer

1. FC – Keep the 25 lb penalty for the aluminum head (Klutsenbaker). Thank you for your input.
2. FC – Opposition to aluminum calipers (LaRue). Thank you for your input.
3. FE – Opposition to weight increase (Riegel). Thank you for your input.
4. FS – Formula First input (Bonow). Thank you for your input.
5. F/SR – Labor rates (Staff). Thank you for your input.

Grand Touring

1. GT – Labor rates (Staff). Thank you for your input.
2. GTL – GTL input (various). Thank you for your input.
3. GTL – GTL Runoffs input (Wright/Bovis). Thank you for your input.
4. GTL – Review the 2-valve SIR sizes (Spencer).
5. GTL – Increase the L16 Nissan SIRs to 27 mm (Dewitt). Thank you for your input.
6. GTL – Adjust the current SIR sizes (9 letters). Thank you for your input.

Improved Touring

1. IT – Support for open ECUs (3 letters). Thank you for your input.
2. IT – Opposition to open ECUs (Wire). Thank you for your input.

Production

1. P – Prod rewrite input (Bartell). Thank you for your input. The more restrictive suspension rules were incorporated into the rewrite, based on member input.
2. P – Do not require stock rocker arms (Boruch). Thank you for your input. Rockers are open in level one preparation.
3. P – Suggested definitions for Limited Prep suspension (Lemon). Thank you for your input.
4. P – Opposition to required stock location for engine mounts (Britton). Thank you for your input.
5. P – Opposition to suspension and steering language (Britton). Thank you for your input.
6. P – Labor rates (Staff). Thank you for your input.

American Sedan

1. Opposition to engine build specifications (Broglin/Langston). Thank you for your input.
2. Resolve the 17” wheel issue (Topel). Thank you for your input.

Touring/Showroom Stock

1. T – Support for interior removal (Brannon/Buttermore). Thank you for your input.
2. T – Opposition to interior removal (Faitz). Thank you for your input.
3. T2 – Monitor T2 class (Brannon). Thank you for your input.
4. T2 – Do not penalize the EVO (Grand). Thank you for your input.

5. T/SS – T/SS input (Brecht). Thank you for your input.
6. SS – Support for continuing classification through 10th year of latest model year on spec line (Gauzens). Thank you for your input.
7. SS – Opposition to trunk kits (Gauzens). Thank you for your input.
8. SSB – Support for reclassification of 2002-06 Sentra SER to SSC (Lipperini). Thank you for your input.

Spec Miata

Labor rates (Staff). Thank you for your input.

Resumes

David Arken – Thank you for your resume. We will keep it on file.

CLUB RACING TECHNICAL BULLETIN

DATE: December 4, 2007

NUMBER: TB 08-01

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 1/1/08 unless otherwise noted.

GCR

1. As approved by the BoD in this FasTrack; change section 3.3.5.E, p. 13, as follows: A \$10 surcharge for each Spec Racer, Formula SCCA, and Spec Miata car must be submitted to the SCCA National Office with the tow fund and excess sanction fees for the event.
2. As approved by the BoD in this FasTrack; change the first sentence of section 4.4.3.E.3, p. 25, to read as follows: A driver who logs six (6) Regional races on the Novice Permit and then applies directly for a National License may be licensed for a fee of \$85 \$75.
3. As approved by the BoD in this FasTrack; change section 4.4.5.D.3, p. 27, to read as follows: National License fee of \$85 \$75, payable to SCCA; includes GCR.
4. As approved by the BoD in this FasTrack; change section 4.4.7.C.3, p. 28, to read as follows: Vintage License fee of \$65 \$55, payable to SCCA; does not include a GCR.
5. Correct section 8.1.2, p. 66, by changing the section reference at the end of the paragraph as follows: 5.12.2.G.
6. As approved by the BoD in this FasTrack; change section 8.1.4, p. 66, to read as follows: To obtain a determination on the legality of a vehicle or component, without filing a formal protest, a competitor may request such a ruling from the Club Racing Office. The Chairman of the Stewards Program will then convene a first court. *The protest and appeal procedures described in sections 8.3 and 8.4 apply except that their decision would then be reviewed by the Court of Appeals. The fee for this service is \$250. A portion of this fee may be refundable at the discretion of either or both courts.* Penalties or penalty points will not be assessed in the event of a negative ruling. Also, a non-compliant ruling will be published; a compliant ruling will not be published. *The fee for this service is \$125 for the first court and \$175 for the Appeals Court.*
7. As approved by the BoD in this FasTrack; change the third and fourth sentences of section 8.4.3, p. 70, to read as follows: The Notice of Appeal shall be U.S. Government postmarked or registered with a carrier service (i.e., UPS, Federal Express, etc.) within ten (10) days after the announcement of the decision being appealed has been given to the appellant and shall include the appropriate appeal fee of \$175 ~~125~~, payable to SCCA, Inc. A minimum of \$100 ~~50~~ of the appeal fee will be retained by the SCCA on all appeals that are filed, unless otherwise determined by the Court of Appeals.
8. Correct the first sentence of section 9.3.18.G.2, p. 80, by adding 8854/98 to the accepted FIA specification list.
9. As approved by the BoD in this FasTrack; change section 9.3.19.A, p. 81, as follows: Driving suits that effectively cover the body from the neck to the ankles and wrists, manufactured of fire resistant material, worn with underwear of a fire resistant material. One piece suits are highly recommended. All suits and underwear shall be made of the following accepted fire resistant materials: Nomex, Kynol, FPT, IWS (wool), Fiberglass, Firewear™, Durette, Fypro, PBI, Kevlar, NASAFIL, or any suit carrying an SFI 3-2A/1 or higher certification patch. Underwear of PROBAN is approved. The following specific manufacturer(s) material combinations are also recognized: Simpson Heat Shield, Leston Super Protex, FPT Linea Sport, Carbon X, and Durette X-400. Underwear is not required with three-layer suits or with suits carrying FIA standards of 8856-1986 or 8856-2000 or SFI 3-2A/5 or higher (e.g., /10, /15, /20) Certification Patch. FIA homologated driving suits and underwear are recommended.

Effective 1/1/09: change section 9.3.19.A as follows:

Driving suits that effectively cover the body from the neck to the ankles and wrists, ~~manufactured of fire resistant material, worn with underwear of a fire resistant material.~~ One piece suits are highly recommended. All suits *shall bear an SFI 3.2A/1 or higher certification label or FIA 8856-2000 homologation.* ~~and underwear shall be made of the following accepted fire resistant~~

materials: Nomex, Kynol, FPT, IWS (wool), Fiberglass, Firewear™, Durette, Fypro, PBI, Kevlar, NASAFIL, or any suit carrying an SFI 3-2A/1 or higher certification patch. Underwear of PROBAN is approved. The following specific manufacturer(s) material combinations are also recognized: Simpson Heat Shield, Loston Super Protex, FPT Linea Sport, Carbon X, and Durette X 400. Underwear of fire resistant material shall be used except Underwear is not required with three layer suits or with suits carrying FIA standards of 8856-1986 or 8856-2000 or SFI 3-2A/5 or higher (e.g., /10, /15, /20) Certification Patch. FIA homologated driving suits and underwear are recommended.

10. As approved by the BoD in this FasTrack; add a new section 8. to 9.4.5.G to read as follows:

8. *Formula SCCA cars shall not be required to use a crush box until March 1, 2008.*

Formula

FE

1. As approved by the BoD in this FasTrack; add a new section f. to section 9.1.1.A.5.5, p. 184, to read as follows:
 - f. *Enterprises impact attenuator part #WM180023 (crush box) shall be installed, Effective March 1, 2008.*
2. As approved by the BoD in this FasTrack; change section 9.1.1.A.5.13.a., b., and c. p. 189, as follows:
 - a- ~~A competitor shall start the race on the same set of tires (meaning the original four) as used in a qualifying session for the race. The only exception is rain tires. It is the responsibility of the competitor to ensure their tires are marked appropriately for qualifying and race sessions. It is recommended that regions offer these services at a central location such as pre-grid or Tech.~~
 - b- ~~A change of tires during or between a qualifying and race session shall automatically result in all previous times being disallowed.~~
 - e- ~~If a tire is damaged during a qualifying session the competitor may replace that tire with a used tire upon approval of the Chief Steward. Should a tire be replaced for any reason, the competitor shall forfeit his grid position and start at the back of the grid.~~
 - a. *A competitor shall start the race on tires used in a qualifying session for the race as identified by markings made on the tires by a race official. It is the responsibility of the competitor to ensure that his or her tires are appropriately marked prior to (e.g. on the false grid), during, or immediately after (e.g. as the car leaves the track) a qualifying session.*
 - b. *For races with more than one qualifying session, a competitor shall start the race on any marked tires from any qualifying session for the race.*
 - c. *If a competitor chooses to start the race on any tires that were not used in a qualifying session for the race and not appropriately marked, the competitor shall forfeit his or her grid position and start from the back of the grid. This forfeiture of grid position shall not apply if all qualifying sessions for the race were run under rain or wet conditions.*
 - d. *A complete set of four (4) rain or wet track tires may be used at the competitor's discretion for any race. Rain tires may be in new or used condition and require no special marking if used as a complete set of four.*
3. Change section 9.1.1.A.5.15, p. 189, to read as follows: The car shall weigh 1250 ~~1265~~ lbs. minimum, including the driver.

FC

1. Correct the tenth sentence of section 9.1.1.B.4.a, p. 197, to read as follows: Only the Ford #RFYS4E6090AC or #RFYS4E6090AD head is allowed.

FF

1. Change the following specification of section 9.1.1.D.2.d, p. 217, as follows:
~~Max. length: 3.90"~~

FB

1. Change section 9.1.1.H.3.E, p. 243, to read as follows: A diffuser is permitted behind the front of the rear tires. ~~The maximum width of the diffuser is 95cm.~~ *The diffuser may be divided internally into multiple sections. The radius of transitions between the diffuser sides and adjacent horizontal structures may be up to 25mm. The width of the diffuser, as measured between its sides and above any radiused transitions, may not exceed 95cm in any lateral section. Strakes within the diffuser are allowed.*
2. Clarify line "K" of the F1000 Dimensions Table, p. 245, to read as follows:
 - K. Maximum front wing width (includes endplates).....135 cm

Grand Touring

GT2-L

1. Section 9.1.2.F.4.c.10, p. 273, change the section to read as follows: Substitute wheels of any type may be used. All four (4) wheels shall be of the same diameter except in GT2. GT2 cars may run any tire/wheel combination provided that the tire does not exceed a maximum cross section width of 12.0" in the front and 13.75" in the rear. *GT2 cars using 15 x 7" wheels exclusively may reduce the listed weight by 50 lbs.* The maximum wheel size for GT3 cars is ...

GT2

1. Classify the MGB GT V8 and MG RV8 in GT2.
Add new spec lines to GTCS p. 281, Model: MGB GT V8 & RV8, Body Style: 2dr, Driveline: RWD, Wheelbase: 91.0, Engine Type: 8 Cyl OHV, Bore x Stroke(mm): 71.1 x 88.9, Displ.(cc): 3528, Head Type: Alum, Crossflow, Valves/Cyl.: 2, Fuel Induction: 38mm SIR, Weight(lbs): 2280.
2. Engines - NISSAN, change the specs for the KA24E series engine to read as follows: Fuel Induction: Unrestricted, Weight(lbs): 2050.

GTL

1. Engines - BLMi, p. 314, change the specs for the W10B16 series engine to read as follows: Weight(lbs): 2000.
2. Engines - FORD, p. 317, change the specs for the Zetec series engine to read as follows: Weight(lbs): 2000.
3. Engines - HONDA, p. 318, change the specs for the D15 series engine to read as follows: Weight(lbs): 2000.

4. Engines – HONDA, p. 318, change the specs for the D16 series engine to read as follows: Weight(lbs): 2000.
5. Engines – HONDA, p. 318, change the specs for the D16A series engine to read as follows: Weight(lbs): 2000.
6. Engines – HONDA, p. 318, change the specs for the B16A series engine to read as follows: Weight(lbs): 2000.
7. Engines – HONDA, p. 318, change the specs for the B18 series engine to read as follows: Weight(lbs): 2000.
8. Lancia Scorpion, p. 318, correct the specs by adding to the Notes as follows: Non-tube frame track: (R) 61.5.
9. Classify the Lotus Europa bodywork in GTL.
Add new spec line to GTCS, p. 319, Cars – LOTUS, Model: Europa, Body Style: 2dr, Driveline: RWD, Wheelbase(in): 91.0.
10. Classify the Mazda RX-3 bodywork in GTL.
Add new spec line to GTCS, p. 319, Cars – MAZDA, Model: RX-3, Body Style: 2dr, Driveline: RWD, Wheelbase(in): 91.0.
11. Classify the Mazda RX-7 bodywork in GTL.
Add new spec line to GTCS, p. 319, Cars – MAZDA, Model: RX-7, Body Style: 2dr, Driveline: RWD, Wheelbase(in): 95.3, 95.5, 95.7, Notes: Non-tube frame track: (F)60.7 (R)60.3.
12. Engines – MAZDA, p. 320, change the specs for the 1597cc engine to read as follows: Weight(lbs): 2000.
13. Engines – MAZDA, p. 320, change the specs for the 1839cc engine to read as follows: Weight(lbs): 2000.
14. Classify the Nissan/Datsun SRL 311U Roadster bodywork in GTL.
Add new spec line to GTCS, p. 320, Cars – NISSAN, Model: SRL 311U Roadster, Body Style: 2dr, Driveline: RWD, Wheelbase(in): 89.8.
15. Engines – NISSAN, p. 321, change the specs for the SR16VE series engine to read as follows: Weight(lbs): 2000.
16. Engines – TOYOTA, p. 326, change the specs for the 4AG series engine to read as follows: Weight(lbs): 2000.
17. Engines – VOLKSWAGEN, p. 327, change the specs for the 1780cc (16 valve) engine to read as follows: Weight(lbs): 2000.

Production

1. Clarify the last sentence of section 9.1.5.E.10.c, p. 415, to read as follows: The installation of a dry sump tank and cover that extends above six inches below the highest point of the door is permitted but the tank and cover must be located completely within 18" of the front or rear cowl and no higher than the cowl.

FP

1. Classify the Acura Integra (90-93) in FP with Level 2 prep.
Add new spec line to PCS-B, p. 432-433, Acura Integra (90-93), Prep. Level: 2, Weight(lbs): 2235 *2291 **2347, Engine Type: 4 Cyl DOHC, Bore x Stroke(mm): 81.0 x 89.0, Displ.(cc): 1835, Block Mat'l: Alum, Head Mat'l: Alum, Valves IN & EX(mm): (I)31.0 (E)28.0, Carb. No. & Type: (2) Auto-type sidedraft w/ 32mm choke(s) on I.R. manifold, or fuel injection, Wheelbase(mm): 2550, Track (F/R)(mm): 1567/1567, Wheels(max): 15 x 7, Trans. Speeds: 5, Brakes Std.(mm): (F)242 Disc (R)239 Disc, Notes: Comp. Ratio limited to 11.0:1, Valve lift limited to .450".
2. Lotus Super 7, p. 438-439, change the specs to read as follows: Carb. No. & Type: (2) Weber DCOE on I.R. manifold w/ 34mm choke(s).
3. Suzuki Swift GT & GTi, p. 442-443, correct the specs as follows: Displ.(cc): 1299, change the specs to read as follows: Carb. No. & Type: (1) 40 DCOE, (2) auto type side draft on I.R. manifold, 32mm choke(s) required, or fuel injection, alternate 52mm throttle body allowed.
4. Toyota Corolla 2TC (71-74), p. 442-443, add to the specs as follows: Brakes Alt.(in): (F) 10.0 Solid Disc, Rotors and Calipers from 73 Corona.
5. Volkswagen Rabbit (includes Convertible) 1715/1780, p. 444-445, change the specs to read as follows: Weight(lbs): 1950.
6. Volkswagen Scirocco 1457/1471, p. 444-445, correct the specs to read as follows: Brakes Std.(mm): (F)9.41 Disc (R)7.1 x 1.19 Drum, Brakes Alt.(mm): Front calipers from 1980 Scirocco/Rabbit.

HP

1. Austin-Healey Sprite Mk. I, II, III, IV, MG Midget Mk. I, II, III, IV (948), p. 454-455, change the specs to read as follows: Weight(lbs): 1550.
2. Austin-Healey Sprite Mk. I, II, III, IV, MG Midget Mk. I, II, III, IV, Midget 1500, p. 454-455, (1098cc level 1), change the specs to read as follows: Weight(lbs): 1740.
3. Classify the BMW 1600 (68-71) with Level 2 prep.
Add new spec line to PCS-B, p. 454-455, BMW 1600 (68-71), Prep. Level: 2, Weight(lbs): 2100 *2153 **2205, Engine Type: 4 Cyl SOHC, Bore x Stroke(mm): 84.0 x 71.0, Displ.(cc): 1574, Block Mat'l: Iron, Head Mat'l: Alum, Valves IN & EX(mm): (I)42.0 (E)35.0, Carb. No. & Type: Carburetion, Wheelbase(in): 98.4, Track (F/R)(in): 56.3 / 56.3, Wheels(max): 13 x 6, Trans. Speeds: 4, Brakes Std.(mm): (F)257 Disc (R)232 Drum, Notes: Comp. Ratio limited to 11.0:1, Valve lift limited to .450". Factory 2bbl intake manifold from EP BMW 2002 is permitted.
4. Classify the Toyota Corolla (71-74) with Level 2 prep.
Add new spec line to PCS-B, p. 460-461, Toyota Corolla (71-74), Prep. Level: 2, Weight(lbs): 1960 *2009 **2058, Engine Type: 4 Cyl OHV, Bore x Stroke(mm): 85.0 x 70.0, Displ.(cc): 1588, Block Mat'l: Iron, Head Mat'l: Alum, Valves IN & EX(mm): (I)41.0 (E)36.0, Carb. No. & Type: (1) 40 DCN, DCNF, IDF, (2) auto type side draft w/ 32mm choke(s) on I.R. manifold, Wheelbase(in): 91.9, Track (F/R)(in): 54.5 / 55.5, Wheels(max): 13 x 7, Trans. Speeds: 4, Brakes Std.(mm): (F)229 Disc (R)231 Drum, Notes: Comp. Ratio limited to 12.0:1, Valve lift limited to .450".
5. Triumph Spitfire, p. 460-461, change the specs to read as follows: Weight(lbs): 1665 *1707 **1748.
6. Classify the Triumph Spitfire in HP with Level 1 suspension prep and Level 2 engine prep.
Add new spec line to PCS-B, p. 460-461, Triumph Spitfire, Prep. Level 1/2 See Notes, Weight(lbs): 1810, Engine Type: 4 Cyl OHV, Bore x Stroke(in): 2.90 x 2.992, Displ.(cc): 1296, Block Mat'l: Iron, Head Mat'l: Iron, Valves IN & EX(in): (I)1.30 (E)1.17, Carb. No. & Type: Carburetion, Wheelbase(in): 83.0, Track (F&R)(in): 53.6 / 52.6, Wheels(max): 13 x 6, Trans. Speeds: 4, Brakes Std.(in): (F)9.0 Disc (R)7.0 Drum, Brakes Alt.(in): (F) 9.7 Disc (R)8.0 Drum, May use Triumph GT6 caliper as alternate front caliper, Notes: Comp. Ratio limited to 11.0:1, Valve lift limited to .450". Drivetrain Level 2 preparation only. Listed spec line weight does not change with alternate or stock transmission. Battery tray may be removed.

7. Triumph Spitfire 1500, p. 460-461, add to the specs as follows: Notes: Alternate intake manifold, Pierce #J15-1952 allowed.

American Sedan

1. As approved by the BoD in this FasTrack; change section 9.1.6.D.1.j, p. 467-468, to read as follows: ~~Engines may be bored to a maximum of .040" over standard bore size.~~ Engine block shall be cast iron as produced by the manufacturer for the specified displacement of the cars classified but shall not be restricted to the models or years listed. See Section F – Engine Build Sheets for additional specifications

1. Any aluminum replacement ~~dished or flat top (with valve relief's)~~ piston with three piston rings and a stock diameter piston pin may be used. See Section F – Engine Build Sheets for additional specifications
 2. Piston rings are unrestricted.
 3. Stock or alternate factory OEM connecting rods are permitted. Alternate factory OEM replacement rods shall be available from the vehicle manufacturer as direct replacement OEM-type substitutes. ~~Specifically approved aftermarket connecting rods are permitted.~~ See Section F – Engine Build Sheets for additional specifications.
2. Clarify section 9.1.6.D.7.d, p. 474, by adding to the end as follows: *Stock hood hinges may be removed, modified, or replaced.*
3. As approved by the BoD in this FasTrack; change section 9.1.6.D.9.e, p. 475, to read as follows: *The steering column is unrestricted. A collapsible type steering column is strongly recommended. The driver's normal seated position must not be relocated. Steering knuckle flexible coupling may be replaced with steel universal joint.*
4. As approved by the BoD in this FasTrack; change section 9.1.6.F, p. 476-481, to read as follows:

Chevrolet / Pontiac

GENERAL

~~Manufacturer:~~ General Motors Corp.

~~Model/Year:~~ Camaro/Firebird 1982-92 (Includes 1993 Camaro/Firebird and 04-06 GTO prepared to SCCA American Sedan specifications)

~~L / (CID):~~ 5.0L / (305 CID)

No. of Cylinders: V-8

Bore (Range) Max: ~~3.7400-3.7800"~~ 4.040"

Stroke Max: ~~3.4750-3.4800"~~ 3.500"

Firing Order: ~~1-8-4-3-6-5-7-2~~

Compression Ratio: 10.30 Max.

Piston to Deck Clr: Not to exceed ~~0.000"~~ 0.013" above block deck surface (zero deck)

Valve Lift: ~~0.4800"~~ 0.5000" Max. @ 0.0000" lash

Block Casting #'s: ~~14010201, 14010202, 14010203, 14010231, 14016381, 10164548, 11068561, 14088551, 14093627, 14094766, 14093627, 14094766, 10049047, 14102058, 14016383, 355900, 361979, 460776, 460777, 460778, 10243878~~ Any General Motors or Ford produced ferrous block meeting other AS required specifications.

Head Casting #'s: ~~14101081, 14014416~~ See Spec Line

Crankshaft Casting #'s: GM: 3932442, 14088526, 14088835, 566607

Ford: 2M, 2MA, 2MAB, 2MAC, 2MAD, 2MAE, E1AE-AA, E7AE-AA

Notes:

1. Any commercially available steel crankshaft which meets approved stroke, journal diameters and other specified dimensions and requirements is permitted. The minimum weight for any steel crankshaft shall be ~~48#~~ 42 lbs.
2. Crankshaft casting seam flash may be deburred.
3. Steel main bearing caps may be fitted provided no other modifications are made to any approved part or specified dimension.

BLOCK

Crankshaft Housing Bore: ~~2.6406-2.6416"~~ 2.4412"-2.6416"

Block Deck Height: ~~9.0070-9.0430"~~

GM: 9.0070-9.0430"

Ford: 8.1880-8.2240"

Bore Spacing:

GM: 4.4000"

Ford: 4.3800"

Lifter Bore: ~~0.8430-0.8450"~~ (Lifter bore sleeving is permitted — 2 lifter bores maximum.)

Options:

1. One-piece rear main seal adapter (with seal) may be used.
2. Cylinder block oil restrictors may be installed.
3. Block may be machined for the purpose of installing cylinder O-rings.
4. Block may be machined to true warped surfaces
5. Block casting seam flash may be deburred.
6. *Lifter bore sleeving is permitted.*

CONNECTING RODS

Big End Bore: ~~2.2247-2.2252"~~ 2.2247-2.2398"

Pin Fit: Floating or Interference Fit

Center to Center: ~~5.6985-5.7015"~~ Max 6.00"

Material: Forged Steel / Cast Iron (No Billet)

Alternate Manufacture: Any rod meeting the AS specs is permitted.

Options:

1. Wrist pin oiling holes may be added.

CAMSHAFT

Drive Type: Single or Dual-row chain

Lifter Type: Solid, flat-tappet

Lifter Dia: ~~.8420" nominal~~ .8750" Max

Options:

1. Camshaft thrust button may be installed

CRANKSHAFT

Main Journal Dia (Range): ~~2.4183-2.4493" (1-4), 2.4178-2.4488" (5)~~ Min: 2.2182"

Rod Journal Dia (Range): ~~2.0690-2.1000" Min 2.0690"~~

Options:

1. Crankshaft casting seam flash may be deburred.

PISTON

Material: Aluminum (Cast or Forged)

Ring Configuration: 3 rings, above pin

Dome Configuration: Flat top max. (dished piston dome permitted) Any dome configuration is permitted.

Pin Diameter: ~~.927" nominal~~ Max: .930"

Options:

1. Pins may be centered or offset. Offset shall not exceed factory specifications.

CYLINDER HEADS

Valve Job (Head): (Refer to Drawing 1)

Valve Job (Valve): (Refer to Drawing 2)

Intake Valve Size: ~~1.8350-1.8400" Max: 1.94"~~

Exhaust Valve Size: ~~1.4950-1.5000" Max: 1.54"~~

Valve Stem Diameter: (Refer to Drawing 2) Minimum stock stem diameter shall be maintained for at least 70% of the overall valve length (measured from stem tip).

Port Volume (Max.): ~~081 casting: 170.00cc IN / 65.00cc EX~~ See spec line.

416 casting: 168.00cc IN / 60.00cc EX

Options:

1. Angle milling permitted on head gasket or intake manifold gasket surface(s) only. Modification or machining of exhaust manifold surfaces of cylinder head is prohibited.
2. Intake manifold surface may be milled to match angle milled head.
3. Heads may be machined to accept pushrod guide plates.
4. Heads may be machined to accept screw-in rocker studs.
5. Heads may be machined to for the purpose of installing integral o-ring head gaskets.
6. Heat riser passage may be blocked from intake manifold side of cylinder head only.
7. Valve spring pockets may be machined.

Notes:

1. Absolutely no modification, machining, tooling, etc. of the combustion chambers is permitted.

MISCELLANEOUS

1. Direct replacement high volume/pressure oil pumps may be fitted provided that no modification to the engine is required for their installation. Alternate oil pump drive shafts may be fitted.

Ford / Mercury

GENERAL

Manufacturer: Ford Motor Company

Model/Year: ~~Mustang 1979-95 (Includes 1996 Mustang prepared to SCCA American Sedan specifications), Mercury Capri 1979-86~~

L / (CID): ~~5.0L / (302 CID)~~

No. of Cylinders: ~~V8~~

Bore (Range): ~~4.0000-4.0400"~~

Stroke: ~~2.9950-3.0000"~~

Firing Order: ~~1-3-7-2-6-5-4-8 or 1-5-4-2-6-3-7-8~~

Compression Ratio: ~~10.30 Max.~~

Piston to Deck Clr: Not to exceed 0.013" above block deck surface

Valve Lift: ~~0.5000" Max. @ 0.0000" lash~~

Block Casting #'s: Any D, E, or F Ford Windsor 302 block casting with 2 bolt main bearing caps.

Head Casting #'s: F3ZE AA (GT40), F1ZE AA (GT40), F77E AA (GT40 P)

NOTE: All other legal Ford (Non GT 40) head castings (w/ 1.780" IN & 1.450" EX valve sizes) may be used. No additional preparation is permitted and no consideration will be given to lack of competitiveness in comparison to the GT 40/GT 40P cylinder heads.

Crankshaft Casting #'s: 2M, 2MA, 2MAB, 2MAC, 2MAD, 2MAE, E1AE AA, E7AE AA

Notes:

1. Ford Motorsport block number M 6010 B50 is permitted.
2. Any commercially available steel crankshaft which meets approved stroke, journal diameters and other specified dimensions and requirements is permitted. The minimum weight for any steel crankshaft shall be 42#.
3. Crankshaft casting seam flash may be deburred.

BLOCK

Crankshaft Housing Bore: ~~2.4412-2.4420"~~

Block Deck Height: ~~8.1880-8.2240"~~

Bore Spacing: 4.3800"

Lifter Bore: 0.8730-0.8750" (Lifter bore sleeving is permitted — 2 lifter bores maximum.)

Options:

- 1- Cylinder block oil restrictors may be installed.
- 2- Block may be machined for the purpose of installing cylinder O-rings.
- 3- Block may be machined to true warped surfaces
- 4- Block casting seam flash may be deburred.

CONNECTING RODS

Big End Bore: 2.2390-2.2398"

Pin Fit: Floating or Interference Fit

Center to Center: 5.0885-5.0915"

Material: Forged Steel / Cast Iron (No Billet)

Alternate Manufacture: Any rod meeting the AS specs is permitted.

Options:

- 1- Wrist pin oiling holes may be added.

CAMSHAFT

Drive Type: Single or Dual row chain

Lifter Type: Solid, flat tappet

Lifter Dia: .8740" nominal

CRANKSHAFT

Main Journal Dia (Range): 2.2182-2.2490"

Red Journal Dia (Range): 2.0928-2.1236"

Options:

- 1- Crankshaft casting seam flash may be deburred.

PISTON

Material: Aluminum (Cast or Forged)

Ring Configuration: 3 rings, above pin

Dome Configuration: Flat top max. (dished piston dome permitted)

Pin Diameter: .912" nominal

Options:

- 1- Pins may be centered or offset. Offset shall not exceed factory specifications.

CYLINDER HEADS

Valve Job (Head): (Refer to Drawing 1)

Valve Job (Valve): (Refer to Drawing 2)

Intake Valve Size: 1.8350-1.8400" (GT40 & GT40 P), 1.775-1.780" (non GT 40)

Exhaust Valve Size: 1.5350-1.5400" (GT40), 1.4450-1.4500" (GT40 P & non GT40)

Valve Stem Diameter: (Refer to Drawing 2)

Port Volume (Max.): 143.0cc IN / 54.0cc EX (GT 40 & GT 40P)

Options:

- 1- Angle milling permitted on head gasket and/or intake manifold gasket surface(s) only. Modification or machining of exhaust manifold surfaces of cylinder head is prohibited.
- 2- Intake manifold surface may be milled to match angle milled head.
- 3- Heads may be machined to accept pushrod guide plates.
- 4- Heads may be machined to accept screw in rocker studs.
- 5- Heads may be machined to for the purpose of installing integral o ring head gaskets.
- 6- Heat riser passage may be blocked from intake manifold side of cylinder head only.

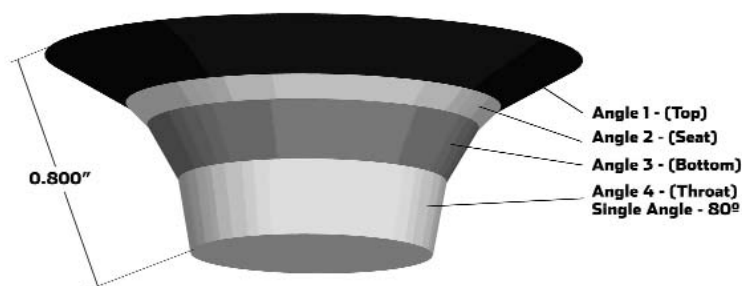
Notes:

- 1- Absolutely no modification, machining, tooling, etc. of the combustion chambers is permitted.

MISCELLANEOUS

- 1- Direct replacement high volume/pressure oil pumps may be fitted provided that no modification to the engine is required for their installation. Alternate oil pump drive shafts may be fitted.

FIGURE 1



5. As approved by the BoD in this FasTrack; the ASCS spec lines, p. 482, with the following:

Note: the weights have been adjusted from what was previously published; these are the official weights for 2008.

| AS | Wheel- base (inch) | Gear Ratios (Std.) | Gear Ratios (alt.) | Gear Ratios (alt.) | Gear Ratios (alt.) | Brakes (Max) (mm) | Weight (lbs) | Notes: |
|--|--------------------------|------------------------------------|------------------------------------|------------------------------------|---------------------------------|--|--|--|
| Camaro & Firebird (82-92) | 101.0 | 3.42, 2.28, 1.45, 1.00 | 2.95, 1.94, 1.34, 1.00, 0.73 | 3.35, 1.93, 1.29, 1.00, 0.61 | 3.35, 1.93, 1.29, 1.00, 0.61 | 12.2 x 1.25 Disc | 3280 Over 313 Cubic inch Displacement 3580 | Dana 44 axle permitted. Harwood fiberglass hood (P/N 12100) is permitted. Engine built to A/S Build Sheet specifications with the following: Head Casting #'s: 14101081, 14014416 Port Volume (Max.): 081 casting: 170.00 cc in/ 65.00 EX; 416 Casting 168.00cc in /60.00 EX cc |
| Camaro & Firebird (93-02) | 101.1 | 2.95, 1.94, 1.34, 1.00, 0.73 | 3.35, 1.93, 1.29, 1.00, 0.61 | 3.35, 1.93, 1.29, 1.00, 0.61 | 12.2 x 1.25 Disc | 3280 Over 313 Cubic inch Displacement 3580 | Dana 44 axle permitted. Alt Hood: American Sports Car Design, Inc. (Part # S-400) w/rear opening closed. Right side wiper mechanism may be removed and underside of cowl may be modified to facilitate carb installation. P/S bracket may be modified or replaced to accommodate the P/S pump. The cowl and shock tower sheet metal may be modified to allow the installation of an 82-92 F-body brake booster and master cylinder. Camaro SS hood from SLP or SVD is permitted with ram air opening sealed to prevent the passage of air. Engine/transmission installation procedure as provided by SCCA Club Racing shall be utilized. WS6 hood is permitted with ram air opening sealed to prevent the passage of air. Engine built to A/S Build Sheet specifications with the following: Head Casting #'s: 14101081, 14014416 Port Volume (Max.): 081 casting: 170.00 cc in/ 65.00 EX; 416 Casting 168.00cc in /60.00 EX cc | |
| Mustang Incl. Cobra & Cobra R (79-93) | 100.4 | 3.07, 1.72, 1.00, 0.70 | 2.95, 1.94, 1.34, 1.00, 0.63 | 2.95, 1.94, 1.34, 1.00, 0.63 | 3.35, 1.99, 1.33, 1.00, 0.68 | 12.2 x 1.25 Disc | 3080 Over 313 Cubic inch Displacement 3580 | Permitted: Rear disc brake kit (M-2300-C) and/or 5-lug kit (M-2300-F). Engine built to A/S Build Sheet specifications with the following: Head Casting #'s: F3ZE-AA (GT40), F1ZE-AA (GT-40), F77E-AA (GT-40P) Port Volume (Max.): 143.00cc in/ 54.00cc EX (GT-40 & GT-40P) |
| Mustang Incl. Cobra thru 95 (94-98) | 101.3 | 2.95, 1.94, 1.34, 1.00, 0.63 | 3.35, 1.99, 1.33, 1.00, 0.68 | 3.35, 1.99, 1.33, 1.00, 0.68 | 12.2 x 1.25 Disc | 3280 Over 313 Cubic inch Displacement 3580 | Cobra R hood (F5ZV-16612-AA) is permitted with rear opening closed off. Hydro boost braking system is not permitted. Any 1994, and up, Mustang vacuum assisted braking system shall be used. Engine built to A/S Build Sheet specifications with the following: Head Casting #'s: F3ZE-AA (GT40), F1ZE-AA (GT-40), F77E-AA (GT-40P) Port Volume (Max.): 143.00cc in/ 54.00cc EX (GT-40 & GT-40P) | |
| Mustang Incl. Cobra (99-04) | 101.3 | 2.95, 1.94, 1.34, 1.00, 0.63 | 3.35, 1.99, 1.33, 1.00, 0.68 | 3.35, 1.99, 1.33, 1.00, 0.68 | 12.2 x 1.25 Disc | 3280 Over 313 Cubic inch Displacement 3580 | Cobra R bodywork and independent rear suspension not permitted. '94-'95 Mustang K-member may be used to facilitate installation of 302 engine. Under no circumstances is the '99-'00 K-member to be modified. Hydro boost braking system is not permitted. Any 1994, and up, Mustang vacuum assisted braking system shall be used. Engine built to A/S Build Sheet specifications with the following: Head Casting #'s: F3ZE-AA (GT40), F1ZE-AA (GT-40), F77E-AA (GT-40P) Port Volume (Max.): 143.00cc in/ 54.00cc EX (GT-40 & GT-40P) | |
| Mustang GT (2005) | 107.1 | 3.38, 2.00, 1.32, 1.00, .675 | 2.95, 1.94, 1.34, 1.00, 0.63 | 2.95, 1.94, 1.34, 1.00, 0.63 | 12.2 x 1.25 Disc | 3280 Over 313 Cubic inch Displacement 3580 | Engine/transmission installation procedure as provided by SCCA Club Racing shall be utilized. Engine built to A/S Build Sheet specifications with the following: Head Casting #'s: F3ZE-AA (GT40), F1ZE-AA (GT-40), F77E-AA (GT-40P) Port Volume (Max.): 143.00cc in/ 54.00cc EX (GT-40 & GT-40P) | |
| Capri (79-86) | 100.4 | 3.07, 1.72, 1.00, 0.70 | 2.95, 1.94, 1.34, 1.00, 0.63 | 3.35, 1.99, 1.33, 1.00, 0.68 | 12.2 x 1.25 Disc | 3080 Over 313 Cubic inch Displacement 3580 | Permitted: Rear disc brake kit (M-2300-C) and/or 5-lug kit (M-2300-F). Engine built to A/S Build Sheet specifications with the following: Head Casting #'s: F3ZE-AA (GT40), F1ZE-AA (GT-40), F77E-AA (GT-40P) Port Volume (Max.): 143.00cc in/ 54.00cc EX (GT-40 & GT-40P) | |
| GTO (04-06) | 109.8 | 2.95, 1.94, 1.34, 1.00, 0.73 | 3.35, 1.93, 1.29, 1.00, 0.61 | 3.35, 1.93, 1.29, 1.00, 0.61 | 12.2 x 1.25 Disc | 3480 Over 313 Cubic inch Displacement 3680 | Engine/Transmission installation procedure as provided by SCCA Club Racing shall be utilized (TBD). Production IRS allowed w/ a maximum camber of -0.5° at static ride height. Engine built to A/S Build Sheet specifications with the following: Head Casting #'s: 14101081, 14014416 Port Volume (Max.): 081 casting: 170.00 cc in/ 65.00 EX; 416 Casting 168.00cc in /60.00 EX cc | |

Showroom Stock

1. As approved by the BoD in this FasTrack; change section 9.1.7.E.28, p. 488, by deleting the section in its entirety: ~~Vehicles previously classified with performance kits may continue to compete with these kits. No new performance kits will be classified.~~
2. As approved by the BoD in this FasTrack; change the second paragraph of section 9.1.7.B, p. 484, by deleting the fifth sentence as follows: ~~Cars that are five (5) calendar years older than the current competition year shall not be eligible for positive competition adjustments.~~

SSB

1. BMW Z4 2.5L (03-05), p. 490, change the specs to read as follows: Weight(lbs): 3125. Delete the last two sentences of the Notes as follows: ~~Required ballast: 100 lbs. (Car/driver must meet minimum weight with the required ballast).~~
2. Mazda MX-5 (2007), p. 492, add the 08 model year, add to the specs as follows: Wheel Size(in) / Mat'l: 17 x 7, Trans Speeds: 3.82, 2.26, 1.64, 1.18, 1.00, 0.83, Weight(lbs): 2780, Notes: MS-R option permitted.
3. Pontiac Solstice (06-07), p. 493, add the 08 model year.

SSC

1. Classify the Chevrolet Cobalt Sport in SSC.
Add new spec line to SSCS, p. 494, Chevrolet Cobalt Sport (2008), Bore x Stroke(mm) / Displ.(cc): 88.0 x 98.0 / 2384, Wheelbase(mm): 2628, Track F&R(mm): 1492 / 1475, Wheel Size(in)/Mat'l: 17 x 7 Alum, Tire Size(stock): 205/50, Gear Ratios: 3.58, 2.02, 1.35, 0.98. 0.69, Final Drive: 3.84, Brakes(mm): (F)296 Vented Disc (R)270 Solid Disc, Weight(lbs): 3100.
2. Classify the Honda Accord Coupe LS-X (08) in SSC.
Add new spec line to SSCS, p. 495, Honda Accord LS-X (08), Bore x Stroke(mm) / Displ.(cc): 87.0 x 99.0 / 2354, Wheelbase(mm): 2741, Track F & R(mm): 1580 / 1580, Wheel Size(in) / Mat'l: 17 x 7.5 / Alum, Tire Size(stock): 225/50, Gear Ratios: 3.27, 1.78, 1.15, 0.87, 0.65, Final Drive: 4.39, Brakes(mm): (F)282 Vented Disc (R)282 Solid Disc, Weight(lbs): 3300.
3. Mazda3 s (04-07), p 495, add the 08 model year.
4. Classify the Pontiac G5 GT in SSC.
Add new spec line to SSCS, p. 496, Pontiac G5 GT (2008), Bore x Stroke(mm) / Displ.(cc): 88.0 x 98.0 / 2384, Wheelbase(mm): 2628, Track F&R(mm): 1492 / 1475, Wheel Size(in)/Mat'l: 17 x 7 Alum, Tire Size(stock): 205/50, Gear Ratios: 3.58, 2.02, 1.35, 0.98. 0.69, Final Drive: 3.84, Brakes(mm): (F)296 Vented Disc (R)270 Solid Disc, Weight(lbs): 3100.

Spec Miata

1. As approved by the BoD in this FasTrack; change the second paragraph on section 9.1.8.C.4.b, p. 505, to read as follows: 1999-up cars shall use the bump stops from the Mazdaspeed kit (p/n 0000-04-5993-AW) in conjunction with the 1999-up stock upper mount assembly consisting of the upper mount (p/n: NC10-28-340C), the upper mount bushing (p/n: NC10-28-776) and the upper mount washer (p/n: NC10-28-774), *and shock body spacer over the shock shaft (p/n 1234-56-789-AW)*. All other OEM upper mounting hardware shall be discarded. *1990-1997 cars may use the bump stops from the Mazdaspeed kit (p/n 0000-04-5993-AW) in conjunction with the 1999-up stock upper mount assembly consisting of the upper mount (p/n: NC10-28-340C), the lower mount bushing (p/n: NC10-28-776) and the upper mount washer (p/n: NC10-28-774). Non-OEM equivalents may be used in place of the upper mount, upper mount bushing, and upper mount washer only. No other modifications are allowed.*

Sports Racing

CSR

1. Change section 9.1.9.G.13.a., b., c., p. 559, as follows:
 - ~~a. A competitor shall start the race on the same set of tires (meaning the original four) as used in a qualifying session for the race. The only exception is rain tires. It is the responsibility of the competitor to ensure their tires are marked appropriately for qualifying and race sessions. It is recommended that regions offer these services at a central location such as pre grid or Tech.~~
 - ~~b. A change of tires during or between a qualifying and race session shall automatically result in all previous times being disallowed.~~
 - ~~c. If a tire is damaged during a qualifying session the competitor may replace that tire with a used tire upon approval of the Chief Steward. Should a tire be replaced for any reason, the competitor shall forfeit his grid position and start at the back of the grid.~~
 - a. A competitor shall start the race on tires used in a qualifying session for the race as identified by markings made on the tires by a race official. It is the responsibility of the competitor to ensure that his or her tires are appropriately marked prior to (e.g. on the false grid), during, or immediately after (e.g. as the car leaves the track) a qualifying session.
 - b. For races with more than one qualifying session, a competitor shall start the race on any marked tires from any qualifying session for the race.
 - c. If a competitor chooses to start the race on any tires that were not used in a qualifying session for the race and not appropriately marked, the competitor shall forfeit his or her grid position and start from the back of the grid. This forfeiture of grid position shall not apply if all qualifying sessions for the race were run under rain or wet conditions.
 - d. A complete set of four (4) rain or wet track tires may be used at the competitor's discretion for any race. Rain tires may be in new or used condition and require no special marking if used as a complete set of four.
2. Change section 9.1.9.G.15, p. 560, to read as follows: The car shall weigh 1350 ~~1365~~ lbs. minimum, including the driver.

Touring

1. As approved by the BoD in this FasTrack, change section 9.1.10.C.4.b, p. 567, by deleting the second sentence as follows: ~~Cars that are five (5) calendar years older than the current competition year shall not be eligible for positive competition adjustments.~~

T1

1. Classify the Chevrolet Corvette Coupe (2008) in T1.

Add new spec line to TCS, p. 575, Chevrolet Corvette Coupe C6 (2008), Bore x Stroke(mm) / Displ.(cc): 103.26 x 92.0 / 6162, Wheelbase(mm): 2685, Wheel Size(in): (F)18 x 10 (R)19 x 11, Tire Size: (F)245/40 (R)285/35, or 315/35 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., Gear Ratios: 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, Final Drive: 3.42, Brakes(mm): (F)325/340 Vented Disc (R)305/330 Vented Disc, Weight(lbs): 3530, , Notes: C6 T1 Suspension kit and Z51 option allowed. Floor may be modified to facilitate installation of cage mounting plates. This max. tire supersedes TCS 9.1.10.D.7.b. Removable roof panel shall be installed. The following parts are allowed: Ron Davis Radiator, part #1-16CV0500, 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, GM trans. cooler part # 12480080 and B&M differential cooler part #70298, Doug Rippie Motorsports brake duct kit # 12-101, 180 degree thermostat Hypertech # 1015, Earls oil cooler part # 619 Setrab (19 row), HD oil pressure shim Phoenix part # 1005421, Brake duct holder kit Phoenix #C6BBDH001. 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 3.9cm.

2. Classify the Saleen Parnelli Jones Mustang in T1.

Add new spec line to TCS, p. 577, Saleen Parnelli Jones Mustang (2007), Bore x Stroke(mm) / Displ.(cc): 90.2 x 90.0 / 4601, Wheelbase(mm): 2720, Wheel Size(in): 18 x 9.5, Tire Size: 275/40, Gear Ratios: 3.38, 2.00, 1.32, 1.00, 0.68, Final Drive: 3.73, 4.10, 4.30, Brakes(mm): (F)355 Vented Disc (R)330 Vented Disc, Weight(lbs): 3560.

3. Classify the Steeda Q335 Mustang in T1.

Add new spec line to TCS, p. 577, Steeda Q335 Mustang (2007), Bore x Stroke(mm) / Displ.(cc): 90.2 x 96.5 / 4931, Wheelbase(mm): 2720, Wheel Size(in): (F)19 x 9 (R)19 x 10, Tire Size: 285/35, Gear Ratios: 3.38, 2.00, 1.32, 1.00, 0.68, Final Drive: 3.73, Brakes(mm): (F)355 Vented Disc (R)300 Vented Disc, Weight(lbs): 3460.

T2

1. Classify the Acura TL Type S (07-08) in T2.

Add new spec line to TCS, p. 578, Acura TL Type S (07-08), Bore x Stroke(mm) / Displ.(cc): 89.0 x 93.0 / 3471, Wheelbase(mm): 2740, Wheel Size(in): 17 x 8, Tire Size: 235/45, Gear Ratios: 3.93, 2.48, 1.70, 1.25, 0.98, 0.77, Final Drive: 3.29, Brakes(mm): (F)310 Vented Disc (R)282 Solid Disc, Weight(lbs): 3660.

2. Classify the Chevrolet Cobalt SS in T2.

Add new spec line to TCS, p. 580, Chevrolet Cobalt SS (2008), Bore x Stroke(mm) / Displ.(cc): 85.3 x 86.1 / 1998, Wheelbase(mm): 2628, Wheel Size(in): 18 x 7.5, Tire Size: 225/40, Gear Ratios: 3.38, 1.76, 1.18, 0.89, 0.70, Final Drive: 3.82, Brakes(mm): (F)315 Vented Disc (R)292 Vented Disc, Weight(lbs): 3200.

3. Classify the Chevrolet HHR SS in T2.

Add new spec line to TCS, p. 580, Chevrolet Cobalt SS (2008), Bore x Stroke(mm) / Displ.(cc): 85.3 x 86.1 / 1998, Wheelbase(mm): 2631, Wheel Size(in): 18 x 7.5, Tire Size: 225/45, Gear Ratios: 3.38, 1.76, 1.18, 0.89, 0.70, Final Drive: 4.05, Brakes(mm): (F)315 Vented Disc (R)270 Solid Disc, Weight(lbs): 3200.

4. Lotus Elise (2005), p. 581, change the specs to read as follows: Weight(lbs): 2190.

5. Lotus Exige (06-07), p. 581, change the specs to read as follows: Weight(lbs): 2190.

6. Pontiac Solstice GXP (2007), p. 582, add the 08 model year, change the specs to read as follows: Weight(lbs): 3150.

T3

1. Chevrolet Cobalt SS (05-07), p. 583, change the Notes to read as follows: The following GM parts are allowed: front springs part # CCS635, rear springs # CCS639, front control arms # CCS636 and CCS637, ~~aftercooler radiator and pump # CCS640 and CCS642, pulley # 17803229~~, shrouding kit # CCS644. Griffin radiator # 9D-18194-01 allowed. ~~Fuel injectors offered with alt. pulley not allowed, stock injectors must be utilized.~~

2. Honda S2000 (00-07), p. 583, add to the specs as follows: Tire Size: (R)245/40.

3. Classify the Honda S2000 CR in T3.

Add new spec line to TCS, p. 583, Honda S2000 CR (2008), Bore x Stroke(mm) / Displ.(cc): 87.0 x 90.7 / 2157, Wheelbase(mm): 2400, Wheel Size(in): (F)17 x 7 (R)17 x 8.5, Tire Size: (F)215/45 (R)255/40, Gear Ratios: 3.13, 2.05, 1.48, 1.16, 0.94, 0.76, Final Drive: 4.10, Brakes(mm): (F)300 Vented Disc (R)283 Solid Disc, Weight(lbs): 3020.

4. Lexus IS300 (2005), p. 583, add the 02-04 model years.

5. Mazda RX-8 (04-07), p. 584, add the 08 model year, correct the radiator part number listed in the Notes as follows: #0000-01-8501.

6. Mini Cooper S (02-07), p. 584, correct the specs by changing the model years to (02-06).

7. Classify the Mini Cooper S in T3.

Add new spec line to TCS, p. 584, Mini Cooper S (07-08), Bore x Stroke(mm) / Displ.(cc): 77.0 x 85.8 / 1598, Wheelbase(mm): 2467, Wheel Size(in): 16 x 6.5, Tire Size: 195/55, Gear Ratios: 3.31, 2.13, 1.48, 1.14, 0.95, 0.82, Final Drive: 3.65, Brakes(mm): (F)294 Vented Disc (R)259 Solid Disc, Weight(lbs): 2830.

8. Saturn Ion Redline (04-07), p. 584, change the Notes to read as follows: The following GM parts are allowed: front springs part # CCS635, rear springs # CCS639, front control arms # CCS636 and CCS637, ~~aftercooler radiator and pump # CCS640 and CCS642, pulley # 17803229~~, shrouding kit # CCS644. Griffin radiator # 9D-18194-01 allowed. ~~Fuel injectors offered with alt. pulley not allowed, stock injectors must be utilized.~~

9. Subaru Legacy GT Sedan/Wagon (04-06), p. 584, add the 07-08 model years.

10. Classify the Volkswagen GTI in T3.

Add new spec line to TCS, p. 585, Volkswagen GTI (06-08), Bore x Stroke(mm) / Displ.(cc): 82.5 x 92.8 / 1984, Wheelbase(mm): 2578, Wheel Size(in): 17 x 7, Tire Size: 225/45, Gear Ratios: DSG Trans: 3.46, 2.15, 1.46, 1.08, 1.10, 0.92, Final Drive: 4.10 - 3.14, Brakes(mm): (F)312 Vented Disc (R)286 Solid Disc, Weight(lbs): 3280, Notes: Restrictor TBD.

ST

1. Classify the Aston Martin V8 Vantage N24 in ST.

Add new spec line to TCS, p. 586, Aston Martin V8 Vantage N24 (2007), Bore x Stroke(mm) / Displ.(cc): 89.0 x 86.0 / 4280, Wheelbase(mm): 2600, Wheel Size(in): (F)18 x 10 (R)18 x 11, Tire Size: (F)250/50 (R)280/50, Gear Ratios: 3.15, 1.95, 1.22, 1.15, 0.94, 0.76, Final Drive: 3.91, Brakes(mm): 355 Vented Disc (R)330 Vented Disc, Weight(lbs): 2950.

2. Chevrolet Corvette C6 Z06 (06-07), p. 586, add the 08 model year.

3. Classify the Lotus Sport Exige Cup 255 in ST.

Add new spec line to TCS, p. 586, Lotus Sport Exige Cup 255 (2007), Bore x Stroke(mm) / Displ.(cc): 82.0 x 85.0 / 1796, Wheelbase(mm): 2300, Wheel Size(in): (F)16 x 6.5 (R)17 x 7.5, Tire Size: (F)195/50 (R)225/45, Gear Ratios: 3.12, 2.05, 1.48, 1.17, 0.92, 0.82, Brakes(mm): (F)308 Vented Disc (R)288 Vented Disc, Weight(lbs): 1800.

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS
Al Wicht vs. SOM, COA Ref. No. 07-28-SE
December 7, 2007

PRIOR PROCEEDINGS AND FACTS IN BRIEF

Following Race Group 4 at the October 20-21, 2007 Sebring Regional, BP car #03, driven by Al Wicht, was determined by Tech to be 11 pounds underweight. Mr. Wicht was disqualified by Assistant Chief Steward Robert Windisch using a Chief Steward's Action (CSA) for violation of GCR 9.1.4.2.A.3.f. Mr. Wicht protested the action. The Stewards of the Meet (SOM) Norman Esau, Sandy Jung, Morriss Holliday and Chairman Peter Magnuson met, reviewed evidence and denied Mr. Wicht's protest. Although the protest was denied, the SOM did not levy points against Mr. Wicht's license. Mr. Wicht is appealing the decision of the SOM.

DATES OF THE COURT

The National Court of Appeals (COA), Dick Templeton, Bob Horansky and Michael West, Chairman, met on November 15, November 29 and December 6, 2007, to hear the appeal, review the evidence and render a decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal and related documents from Al Wicht received November 9, 2007.
2. Official Observer's Report and related documents.
3. Emails from Rick Henschel (Chief of Tech for the event) dated November 17, November 19 and November 20, 2007.
4. Email from Russ Smith (Chief Steward for the event) dated November 16, 2007.
5. Email from Jeremy Thoennes (SCCA Technical Services Manager) dated November 14, 2007.

FINDINGS

In his appeal, Mr. Wicht stated that his 1993 Ford Mustang 5.0 entered in B/Prepared was a World Challenge car and, according to the World Challenge rules, its weight was meant to be 2,900 pounds, not the 3,100 pounds as specified in the March 2007 *Fastrack*. To support his claim, Mr. Wicht submitted an email received from John Bauer (SCCA Technical Staff) in response to Mr. Wicht's request for clarification of the March *Fastrack*. Mr. Bauer's response stated "Rule change in Prepared allows **current** legal WC cars as raced".

The COA asked SCCA's Technical staff to clarify the World Challenge eligibility rules. Jeremy Thoennes responded via email to the Court of Appeals and cited 2.7.3. of the Pro Racing Rules which state that a vehicle is in full eligibility until the third year after the body style goes out of production and partial eligibility for an additional three years. Mr. Wicht's 1993 model Mustang was the last year of production for that body style. Thus the car was in full eligibility through the 1996 season and partial eligibility through the 1999 season. Accordingly, the 1993 Mustang is not a current World Challenge car.

Mr. Wicht finished third (and last in B/Prepared) at the event.

Documents received by the COA raised concern about the accuracy of the measurement:

1. The scales were not currently certified in accordance with GCR 5.9.4.C.2.
2. The weighing method used at this event was one axle at a time. The vehicle was weighed with the driver in the vehicle which is not in compliance with GCR 5.9.4.B. The GCR is specific that the driver shall be weighed separately whenever each axle is weighed independently.

Based on the above noted deficiencies, the COA determined that Mr. Wicht was denied full due process in determining that his vehicle was underweight and not in compliance with the GCR.

DECISION

The COA overturns the decision of the SOM and restores Mr. Wicht's finishing position. However, Mr. Wicht is advised that his 1993 Ford Mustang 5.0 is not a current World Challenge car. Accordingly, the car must meet the minimum weight as stated in the GCR for BP cars.

The COA also reminds stewards that all procedures must be in compliance with the GCR or Supplementary Regulations.

Mr. Wicht's appeal is well-founded and his appeal fee will be returned to him, less the administrative fee retained by the SCCA.

COURT OF APPEALS

Subject: Court of Appeals Procedures
From: The National Court of Appeals

The General Competition rules provide a means for an individual to appeal an action by Stewards of the Meeting (SOM) in which they are a named party. The SOM action will have been initiated at a Competition event sanctioned by the Club Racing Department of the SCCA. The following is an explanatory guide to the appeal process for reference only.

First, and most important, your letter of appeal must be sent within ten (10) days of the date you are notified of the decision of the SOM. The date of your appeal is determined by the U.S. Post Office cancel date on the envelope. You may also send your appeal by Express Mail, by fax, or by email. All appeals should be addressed to the Court of Appeals, c/o SCCA Club Racing. If you fax or email your appeal, include a Visa or MasterCard Account number for your appeal to be billed. Your ten (10)-day period normally starts with the weekend day you were informed by the SOM of their decision. However, if that decision is not made because, for example, components needed to be checked at an off-site location sometime after the event, the ten (10)-day period would start from the date the Chairman, SOM, advises you orally or in writing of the final decision. The Chairman will advise the National Office of the decision via the Observers Report or an addendum to that report.

Second, you need to state your "case" in writing at the same time that you advise the Court of Appeals of your intention to appeal. A letter stating you intend to appeal and "details to follow" is NOT an appeal under the rules contained in GCR Section 8.4. You will need to submit all materials you wish the Court to consider within the ten (10)-day period allowed by the GCR. You will normally not be contacted by the Court of Appeals for additional information. The Court presumes you have provided all the information you feel is important at the time you appeal. If you feel other individuals can provide information that could be beneficial to your case, it is your obligation to contact those individuals and see that the Court receives their statements within the time allowed. **Note:** Appeals affecting national points standings for events held within 31 days of the Runoffs© have a 48 hour appeal period.

Third, your rights to file an appeal do not contain any rights to be heard "in person" either by phone or at a Court of Appeals hearing. The Appeals Court is not established to simply hear the same things again that the SOM have already heard, but to: A. Review the process followed by the SOM to determine if all parties involved followed the GCR rules. B. Review any new information that was not available, or not known, which becomes available to you after the SOM hearing. C. Decide whether or not there is sufficient evidence presented to warrant changing the SOM decision.

Fourth, if you file an appeal in a case involving another person, such as a driver-to-driver protest involving an alleged violation of the GCR, you should be aware that the individual will receive notification of your appeal and be given a brief period to respond to the appeal. The Chief Steward and Chairman, SOM, are also notified. This procedure assists the Court in understanding all sides to the case.

Fifth, if appeals involving alleged violations of car preparation specifications, the Court will maintain confidentiality of all specifications to insure that a competitor does not learn preparation "secrets" of another competitor by filing a teardown protest or appeal. All materials distributed, as part of the appeals process, will have measurements, specifications, etc. deleted.

Sixth, videos are frequently part of the appeals process. The Court can only accept unedited videos. Video media or data files furnished by the SOM and/or you to the Court may be retained by SCCA as a permanent part of the record if the case goes to appeal.

Seventh, several Divisions have assigned Stewards to assist individuals in reviewing the appeals process so that you can proceed in the most effective manner. These individuals are listed in various Regional or Divisional publications. If you do not know who these individuals are in your Division, contact your Divisional Executive Steward to obtain this data.

SOLO EVENTS BOARD MINUTES

SEB MINUTES | Nov. 28, 2007

The Solo Events Board met by conference call November 28th. Attending were board members Jason Isley, Andy Hollis, Marcus Merideth, Steve Wynveen, and Tina Reeves. Also attending were Howard Duncan and Doug Gill of the National Staff and Kaye Fairer of the BOD. These minutes are presented in topical order rather than in the order of discussion.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2009.

GENERAL

- The SEB has provided recommendations to the BOD regarding 2008 Divisional Solo Events Stewards, Divisional Solo Safety Stewards, and Safety Committee memberships. Openings remain, and members are invited to apply in writing to the SEB via the National Office, for the following positions: Divisional Solo Events Steward, Northeast Division; Divisional Solo Events Steward, Central Division.
- The following outgoing Stewards and Safety Committee members are thanked by the SEB for their service to the Club in these capacities:
Glenn Duensing (SSC) Pete Hetman (DSES) Robbie Robinson (DSES)
- GH Sharp is thanked by the SEB for his years of service to the SAC.

STREET PREPARED CATEGORY

- Mike Shields and Kevin Wenzel were appointed to the SPAC by the SEB.
- Outgoing SPAC member Alan Kugler is thanked by the SEB for his contributions to the committee.
- The following class listing proposals are being submitted by the SPAC for member comment:
Escort ZX-2: Move from D to F (ref 07-428)
Corvette ZR-1 (C4): Move from A to B, on the same line as other C4s (ref 07-431)
Toyota Corolla GT-S (AE86 chassis, '84-'87): Reclassify from D to F, on its own line (ref 07-399)
- The following rule change proposal is submitted for member comment: Insert after 15.10.K, and re-label subsequent sections accordingly:
"15.10.I
Engine cooling radiators may be replaced with alternate parts subject to the following restrictions:
1) Radiator core dimensions (width, height, thickness) must be no smaller than the standard part.
2) Radiator must mount to OE radiator mounts.
3) Fluid capacity of radiator must be no less than fluid capacity of the standard part.
Alternate radiators may serve no other purpose (e.g. to allow a cold air intake passage)."

PREPARED CATEGORY

- Bill Cutrer was appointed by the SEB to the PAC.
- The SEB wishes to thank Tracy Sandberg for his service to the Club as a PAC member.

STREET MODIFIED CATEGORY

- The SEB has appointed Michael Feldpusch as an additional member of the SMAC, and has approved Vic Sias as the new committee Chair. The Board thanks Andy McKee, who is continuing as a committee member, for his service as SMAC Chair. Other applicants continue to be under consideration.

MODIFIED CATEGORY

- The following rule change proposal has been submitted by the MAC and is published here for member comment: Add to section 18, "Modified Category" under "Safety Rules", as new subsection A.7.14: "An attenuation structure as stated in and mandated by GCR rule section 9.4.5.F. is not required in Solo Modified Category vehicles"

NOT RECOMMENDED

- Changes to supplemental class BP

TECH BULLETINS

- 1) Stock: Add to 13.9: "Additional battery tie-down(s) may be used to supplement the standard equipment in order to meet the requirements of 3.3.3.B.15. The added item(s) may serve no other purpose."
- 2) Street Prepared: The listing for the VW Golf/Jetta 16V in DSP should read "Golf & Jetta (16V)" (ref 07-011)
- 3) Street Prepared: The following new listings, effective immediately upon publication, have been recommended by the SPAC and approved by the SEB:
VW Rabbit 2.5L 5-cyl (A5 '06+) FSP (ref 07-393)

- 4) Street Prepared: Per the SPAC, the Ferrari F430 Scuderia is covered as an option package by the existing listing in ASP (ref 07-420)
- 5) Modified: Per the MAC, GCR rule section 9.4.5.F., regarding deformable crash structure in formula cars, does not apply in Solo.

ROADRALLY BOARD MINUTES

ROADRALLY BOARD MINUTES | Dec. 3, 2007

The RoadRally Board (RRB) met via conference call on Wednesday, October 3, 2007.

Attending were: Kevin Poirier, Chairman, Chuck Edwards, Secretary, members Rick Beattie, Tim Craft, and Lois Van Vleet. Also attending were Duck Allen, Board Liaison, Pego Mack, National Office, and Jim Wakemen, Jr.

Chairman Poirier called the meeting to order at 7:30 pm CST.

On motion duly made and seconded the November 2007 minutes were APPROVED.

Awards

Recipients for the Robert Ridges Award, the Divisional Achievement Award, and the Regional Achievement Award were selected. The awards will be announced at the National Convention in San Antonio, Texas in February.

2008 National Convention

The RRB reviewed the schedule for the convention and accepted volunteers for the various presentations.

RoadRally Rules

The RRRs for 2008 have been posted on the SCCA website.

Division RoadRally Stewards

Steward appointments have been posted and are on the SCCA website.

2008 United States Road Rally Championship

Oregon Region will host the event unless another qualified region comes forward. The date will likely be October 17, 18, and 19, 2008 but these dates are tentative.

Tim Craft Leaving the RRB

Tim Craft has served on the RRB since 2001. Tim has served tirelessly in promoting SCCA RoadRally and has done so enthusiastically and with a cheerful heart. The RRB and the entire SCCA RoadRally community will miss him in this role.

There being no further business and no objections, the meeting adjourned at 10:00 pm.

Next Meeting

7:30 PM CDT on Wednesday, January 2, 2008.

ROADRALLY BOARD MINUTES

ROADRALLY BOARD MINUTES | Dec. 3, 2007

The RallyCross Board met in conference call on December 10th, 2007. Members in attendance were Matt Nichols, Jason Woodruff, Tom Nelson, Mark Utecht, and Mark Walker (Chair). Others present were Pego Mack, Rally Manager

Old Business:

The RallyCross Safety Committee presented its report on incidents in the past month.

The Rules Committee is considering a number of issues but there are no recommendations at this time.

The RxB discussed the clarifications to section 7 of the rules. A number of inconsistencies have been corrected. The section will be republished as a clarification and included in the 2008 rulebook.

The 2007 National Convention was discussed. Members of the RxB were assigned to various presentations.

New Business:

The Robert Ridges award was discussed and voted on by the RxB.

The Best Regional and Best Divisional award decision has been tabled until further input has been received from the RallyCross Stewards.

The RxB discussed officer positions for 2008.

The meeting was adjourned at 10:00pm (Utecht/Nelson)

Respectfully Submitted

Mark E. Walker

Chairman, RxB

QUICK LINKS

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

CLUB RACING

Accredited Driver Licensing Schools: <http://www.scca.com/contentpage.aspx?content=39>

Forms: <http://www.scca.com/contentpage.aspx?content=45>

Technical Forms: <http://www.scca.com/contentpage.aspx?content=74>

Scrutineer's Forms: <http://www.scca.com/contentpage.aspx?content=77>

Vehicle Homologation Forms: <http://www.scca.com/contentpage.aspx?content=79>

General Competition Rules (GCR): <http://www.scca.com/contentpage.aspx?content=44>

SOLO

Forms: <http://www.scca.com/contentpage.aspx?content=60>

Rulebook: <http://www.scca.com/contentpage.aspx?content=61>

RALLY

Forms: <http://www.scca.com/contentpage.aspx?content=49>

Rulebook: <http://www.scca.com/contentpage.aspx?content=50>

SCCA NATIONAL CONVENTION

Event page: <http://www.scca.com/event.aspx?hub=6&event=11083>

Registration : <http://www.scca.com/eventitems.aspx?item=276&event=11083&hub=6>

EVENT CALENDAR: <http://www.scca.com/events.aspx?hub=10>