

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | July 6, 2010

The Club Racing Board met by teleconference on July 6, 2010. Participating were Bob Dowie, Chairman; Chris Albin, Fred Clark, Jim Drago, Dave Gomberg, Tom Start, and Jim Wheeler. Also participating were Marcus Meredith and John Sheridan, BoD liaisons; Mike Lewis, guest director; Terry Ozment, Vice President of Club Racing; Doug Gill, General Manager, Technical Services Department; John Bauer, Technical Services Manager Club Racing. In addition to those items covered in Technical Bulletin 10-08, the following decisions were made:

SUGGESTED RULES FOR NEXT YEAR

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

Please send your comments via the form at <http://www.crbscca.com/>

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GCR

1. (Multiple) Require seat back braces for all seats

The CRB wishes to thank all those who submitted thoughtful comments on the proposal in the July Fastrack to require the addition of a brace for FIA approved seats. The CRB withdraws that recommendation and makes the following recommendation in its place.

In 9.3.41, first paragraph, replace "~~Seat supports shall be of the type listed on FIA technical list No.12 (lateral, bottom, etc.)~~" with "*Seat supports shall be of the type listed on FIA technical list No. 12 or No. 40 (lateral, lower, floor, back, etc). In accordance with the FIA standards, the seat supports (brackets) must be those used when the seat was tested for homologation. Unless supporting evidence is provided by the manufacturer of a series produced car that shows FIA safety cage testing for homologation included an adjustable seat mount, seats and their supports must be attached to a fixed mounting structure.*"

2. #2082 (CRB) Amend Fuel Prohibited Substances list

Some compounds among the ethers are subject to degradation that may form explosive compounds. MTBE is still an EPA approved fuel additive (in limited amounts) in states where it has not been banned.

Modify 9.3.26.A "Chemical Compounds Prohibited or Restricted in SCCA Race Fuels" as follows:

Change "Total Cyclic ethers" to "Total Cyclic ethers *except MTBE*".

Add a new entry: "*MTBE*" (no examples) with Maximum Weight or Percentage By Weight Allowed at "*3.0%*".

IMPROVED TOURING

ITS

1. #1217/#1227/#1274 (Dave Raymon/Josh Baldwin/Charles O'Toole) Opposition to moving the 99-00 SI to ITA
Based on new input from members, the recommendation to reclassify the '99-'00 Honda Civic Si from ITS to ITA is withdrawn.

SUPER TOURING

1. #1792 (CRB) Add ST Light and revise ST rules

The following is a comprehensive revision of the Super Touring rules. They include the addition of a new Super Touring Light (STL) class.

9.1.4. Super Touring Category

These specifications are a part of the SCCA GCR and all automobiles shall ~~confirm with~~ *conform to* GCR section 9.

A. Purpose

Vehicles used in the series *this category* must be identifiable with the vehicles offered for sale to the public and available through the manufacturer's normal distribution channels in the US. The intent of these rules is to allow older World Challenge cars to compete in Club Racing with minimal modifications and allow new cars to be built to the same spec as well. *The intent of this category is to allow a level of preparation for cars similar to that of World Challenge cars.* No model years older than 1985 will be permitted *eligible*, except that cars from model runs began before 1985 are permitted *eligible* (e.g., if a model was produced in 1983-1988, the 1983 and 1984 cars are permitted *eligible*). The STO (World Challenge GT-based) target performance is 450hp. The STU (World Challenge Touring-based) target performance is 250hp. The SCCA does not guarantee the competitiveness of any car.

Vehicle modifications will be ~~are~~ limited to those required to meet SAFETY SPECIFICATIONS and AUTHORIZED MODIFICATIONS listed herein. Unless a particular modification, or part, is approved in these rules, the vehicle and all of its relevant parts and assemblies shall be stock for the correct make and model of car.

B. Eligibility

Vehicles meeting one of the following ~~eriterion~~ criteria may compete in the Super Touring category:

- *1985 and newer cars* built specifically under these ST rules

- ~~1990 and newer World Challenge cars, using the vehicle's most recent VTS sheet, (GT cars in STO and Touring cars in STU.)~~

~~Note: Competitors are responsible for providing the up-to-date VTS. Only those current and ex-World Challenge cars that can produce a Pro Racing VTS sheet are eligible under these preparation rules. Items not listed on the World Challenge VTS sheets must comply with all the remaining Super Touring rules. All cars racing with a World Challenge VTS sheet must compete on the specified World Challenge spec tire. Maximum tire size is 305/35 for STO and 235/40 for STU.~~

- GCR listed IT cars, ~~1985 and newer~~, under their *ir* current IT specifications. Cars shall compete as follows: 3001cc and above are eligible for STO. *2001cc through 3000cc and below are eligible for STU. Cars 2000cc and below are eligible for STL.*

~~Note: While IT cars may not be competitive in the ST category, competition within *their inclusion* in the category will allow regional competitors to ~~experience a~~ *participate in* national events.~~

- *Spec Miata cars completely conforming to Spec Miata class specifications are eligible for STL.*

- Cars eligible for the SCCA Pro Racing MX-5 Cup series; using the current set of Pro Racing Rules *may run in STU*, except that any DOT tire is permitted ~~provided it does not exceed 225/45/17~~; the claim rule will not be in effect, fuel per FT-specs; and a head and neck restraint is optional *until 2012*.

Competitors must have a copy of the current rules in their possession.

- *Cars eligible for the SCCA Pro Racing VW TDI Cup series using the current Pro Racing Rules may run in STU, except that any DOT tire is permitted and a head and neck restraint is optional until 2012.*

Competitors must have a copy of the current rules in their possession.

C. Bodywork

1. Standard body appearance must be strictly maintained. Standard body appearance ~~is considered to include~~ the OEM grille and badge. A photographic replica is not sufficient. ~~Teams choosing not to utilize the OEM grille opening for airflow may mount a~~ *A close-out panel may be mounted* behind the grille. OEM *or aftermarket* spoilers and wings; ~~and aftermarket wings and spoilers~~ are permitted. OEM side skirts may be used if they were available on the car from the dealer provided they meet the minimum ride height rule. Aftermarket side skirts may be used provided that they meet the minimum ride height *rule*, have no openings/ducts in them other than for jacking insert(s), are no wider than the approved fascias, do not extend any higher than the bottom of the door and do not reinforce the chassis.
2. Body and frame seams; and joints; may be welded, but additional reinforcing material/brackets are not permitted. The OEM radiator supports may be replaced; or reinforced; ~~in order to make repairs easier~~. The radiator supports shall not reinforce the rest of the chassis; or diminish the OEM crush zones.

3. Bumper brackets may be modified, but bumpers must remain in OEM locations.
4. Non-essential body items and trim may be removed including attaching brackets and supporting structure. Any holes in bodywork exposed by the removal of these items shall be covered up; or filled in.
5. All of *the* vehicle's doors must be able to be opened from both inside and outside of the vehicle. Latches and hinges for the doors may be modified, but must remain in working order. Aftermarket latches and hinges may be used but shall not protrude beyond outer surface of bodywork. ~~Latches and hinges for the hood and trunk/deck lid are not required to be used. If latches and hinges are not used on the hood, or trunk/deck lid, a minimum of four (4) pins shall be used to secure the body panel(s).~~
6. ~~Two (2) hood pins, equally spaced across front of hood, are required within 24 inches of the leading edge of the hood.~~ *Hood and trunk pins, clips, or positive action external latches are permitted. Stock hood and trunk latches may be disabled or removed; if so, a positive action external fastening method shall be used. Engine compartment insulation may be removed.*
7. Openings in the bodywork may be temporarily covered, wholly or partially, with tape for *the* purpose of regulating airflow. Bodywork openings may be ~~more permanently~~ closed off using close-out panels mounted behind body openings. Bodywork seams may not be taped at all. ~~Bodywork may only be taped~~ *except* to temporarily secure it after contact.
8. All bodywork and windows shall be sufficiently rigid, adequately supported; and properly secured such that it does not noticeably flutter, move, or deform while vehicle is in motion.

9. Aftermarket OEM style hardtops are allowed. Aftermarket carbon fiber hardtops are not allowed.

D. Aerodynamics Devices

1. Front Splitter

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

STO and STU:

*The front splitter must not extend more than 2.0 inches past the original; or approved; bodywork as viewed from above for the entire profile of the splitter. The Ssplitters shall not extend laterally any further than the widest point of the outside sidewall of the front tires with the wheels pointed straight ahead, and the "dry" set-up on the car. Additionally, the splitters may not extend more than 50.8mm (2.0 inches) beyond the bodywork, regardless of where the outside edges of the front tires are. The splitter shall consist of a single flat plane. The splitter shall have no *may have* vertical deviations, fences, etc., unless *only if* they are part of the production bodywork for street use.*

STU:-

~~The front splitter may be added that is a flat, single-plane, with an exposed top surface of not more than 3.0 inches that does not extend more than 1.5 inches past the approved bodywork as viewed from above for the entire profile of the front fascia. The 3.0 inches exposed top surface of splitter will be measured from the point on the approved bodywork that sticks out the furthest in the area directly above any point on the splitter and defined by the top surface of the splitter and a point 1 inch vertically from the splitter top surface. Splitters in TC shall not extend laterally any further than the widest point of the outside sidewall of the front tires with the wheels pointed straight ahead, and the "dry" set-up on the car. Additionally, the splitters may not extend more than 1.5 inches beyond the bodywork, regardless of where the outside edges of the front tires are.~~

STL:

The front splitter must not extend past the approved bodywork as viewed from above for the entire profile of the front fascia.

- b. ~~The splitter protrusion will generally be measured at five (5) key points. Those five (5) key points will consist of are the centerline of the car, the approximate center of each front corner, and each end of the splitter in front of the front tire. This does not allow for the areas of the splitter between the key points to stick-out more than~~

specified in section 9.1.4.1. or 9.1.4.2, or ~~9.1.4.3.~~

When the wing and splitter are *is* measured, there will be a ~~6mm (1/4")~~ *0.25 inch variance tolerance* permitted to account for flexure of the fascias, off-course excursions and any light body contact. There will be no variance greater than ~~6mm (1/4")~~ *0.25 inch* permitted unless the car has severe body damage that would affect the measuring of the wing and/or splitter.

c. The minimum ride height of front splitters and air dams is 3.0 inches

2. Rear Wing

The wing shall be mounted to the trunk/deck lid with 2 mounting brackets. Each mounting bracket shall attach to the wing at a point that is at least 2.0 inches inboard of endplates. The wing, and the portion of the mounting brackets located externally to the trunk/deck lid, may only be reinforced by a diagonal strut having no aerodynamic effect, and/or by affixing the external parts of the brackets to internal parts of the brackets within the trunk/cargo area. The internal parts of the brackets may protrude through the trunk/deck lid to allow the two parts of each bracket to be fastened together.

OEM wings and spoilers are permitted as delivered, but must be removed if an approved wing is installed.

STO:

The *entire* rear wing *assembly*, including *the end plates and* any wicker bill, shall be mounted level with, or below, the peak of the roof. The trailing edge of the rear wing may be mounted no further rearward than the rear, center-point *center of the rearmost part* of the approved bodywork. ~~The wing and endplates shall not be any wider than the widest part of the bodywork, not including mirrors and fender flares/lips.~~ The rear wing is limited to a single element with a chord length of 12.0 inches, *including any wicker. The entire wing assembly and a width may be* no wider than the widest part of the car, not including fender flares/lips and mirrors, or a maximum width of 72.0 inches, whichever is the lesser. ~~A wicker may be added provided it does not cause the wing/wicker assembly to exceed the stated maximum dimensions.~~ *Wing end plates must not exceed 144.0 square inches.*

STU and STL:

The entire rear wing assembly, including the end plates and any wicker, shall be mounted a minimum of 6.0 inches below the peak of the roof. Cars with a wagon-style or hatchback body (e.g., Mazda Protege 5, Civic hatchback) may have the rear wing mounted a maximum of 4.0 inches above the roofline. The mounting position will be measured between the highest points of the roof and the wing assembly. The trailing edge of the rear wing may be mounted no further rearward than the center of the rearmost part approved bodywork. ~~Removable OEM spoilers and wings are not permitted.~~ Wings shall be a single element with a maximum chord length of 8.50 inches, including any wicker, and a maximum wing assembly width of 48.25 inches. Wing end plates must not exceed 64.0 square inches.

3. Canards or dive planes are not permitted unless part of the OEM bodywork.

9E. Cockpit Interior

1. The following items must be removed ~~from the cockpit~~: tool kit, spare tire, supplemental restraint systems (SRS) and passive restraint systems.
2. The following items may also be removed:
Headliner, sun visor, carpeting, carpet pad and/or insulation, soundproofing, OEM seats, all trim except the dashboard, heating and air conditioning systems, window winding mechanisms, central locking systems, audio system, and any other systems fitted to the original car solely for the comfort of the driver and/or passengers.
3. The following items may be installed ~~in the cockpit~~:
Safety equipment/structures, seat, controls necessary for driving, instrumentation, electronic equipment, radio, camera, battery, driver cooling system, driver ventilation system, replacement door panels/interior trim, anti-sway bar controls (not within reach of driver). None of the above items may hinder cockpit *driver* exit *from the car*.
4. The above components shall be attached ~~to/contained to~~ *in* the chassis in such a way as to be able to withstand 25g deceleration. Any sharp edges shall be covered, padded, protected, etc. to prevent injury to driver, crew, course workers, and officials.
5. ~~Seat Location~~—The chassis shall not be modified to make additional clearance for the driver's seat. The driver's seat shall be located in the same lateral location as the OEM seat, *unless otherwise allowed on a car's spec line*. The driver's seat shall be located longitudinally so that the seat back, at the driver's shoulders, does not break an imaginary vertical plane located at the front of the rear seat platform. On 2-seat vehicles the seat back may go back to the OEM rear bulkhead, package tray, etc. It is recommended that the floor be reinforced in the areas where the

seat is mounted to the chassis. Vehicles with a non-metallic floor shall add tubing elements, with a minimum wall thickness of .090 inch, connecting metallic parts of the chassis, or within the cage structure, to *which* mount the seat ~~to~~: *must be mounted*.

6. Stock dash/instrument panel cover (dash pad) must be used. Original instruments/gauges may be replaced, or supplemented, with additional engine monitoring gauges. Accessories, lights and switches may be added or removed. Box-type extensions from the dash pad may be used to mount switches and controls, in the areas where the OEM insert panels were mounted, so that they more easily accessible to the driver. Audio and video systems may be removed.
7. Vertical bulkheads, and enclosures, within the cockpit shall not be any higher than the bottom of the side windows, and shall not extend more than ~~457mm~~ (18.0 inches) above the floor pan. No bulkhead(s) shall cover the rear foot wells.
 - a. Sedan Body (4-door) and Hatchback Body (3-door) - Any bulkheads positioned in front of the plane determined by the OEM rear seat back shall not extend laterally from one side of the chassis to the other, but rather shall only be large enough to cover the individual components necessary.
 - b. Coupe Body (2-door) - Any bulkheads positioned in front of the plane determined by the OEM rear seat back, if applicable, may extend laterally from one side of the chassis to the other.
8. Dash pad modification – It is permitted to modify the dash pad in order to run the roll cage tubes through the dash area as long as the dash pad is modified only enough for roll cage fitment. If necessary, the dash pad may be parted to ease installation around roll cage. Any such parting shall be done in such a way as to minimize the appearance that they have been separated once pieces of dash pad are installed.
9. ~~If the pedal box is not mounted rearward of any angle of the floor pan/firewall, there shall be one (1) brace extending from each of the front down tubes to protect the driver's legs. They must be integrated into the frame, or chassis, to provide substantial support for the front hoop.~~

DF. Chassis

1. All cars shall have the OEM rear package shelf and/or rear seat back support structure installed if applicable. As an alternative, a metallic close out panel may be installed that ~~would~~ simulates the *rear* package shelf and/or the rear seat back support structure if applicable. If a close out panel is used to clean up the appearance of the rear package shelf and/or rear seat bulkhead in conjunction with the OEM structure, the close out panel material is free.
2. Cables, wiring and *fluid* lines *in the engine compartment and cabin interior* may be replaced, rerouted, and/or protected.
3. ~~When applicable,~~ *Cars that have drive shafts shall have* ~~two~~ (2) steel, 360-degree loops of sufficient strength ~~must be~~ located as close as possible to the front and rear universal joints to prevent the driveshaft from dropping in case of failure of either universal joint. Floor materials, torque tubes and cross members may also be utilized to provide this protection.
4. It is permitted to attach ~~a~~ *one or more* plates, or pads, under the car to provide for jacking of the car, provided it *they* serves no other purpose. It is prohibited to install any kind of device, which protrudes from the rocker panel or side of the car. However, tubes may be attached to the roll cage; or chassis; and extend to the inner surface of the rocker panel; or bodywork; ~~and to~~ act as a receptacle for a jacking fixture. Air jacks are permitted, but no air source may be carried on board.
5. Minimum ride height is ~~three~~ *3.0 inches for STO, 4.0 inches for STU and 5.0 inches for STL*. ~~Ride height will be measured from the lowest part, or component, of the car, excluding suspension, pinch weld and complete wheels.~~ *STL Ride height will be measured at the lowest point of the rocker panel, not including the pinch weld.*
6. The OEM firewall between the cockpit and engine compartment shall be intact to prevent the passage of flames from the engine compartment to the cockpit. Any holes in the firewall must be of the minimum size for the passage of controls and wires, and must be completely sealed.
7. Both front windows, driver's and passenger's, shall be down (preferably removed) whenever the vehicle is on track.

The OEM window opening on the front doors shall not be filled in with any material, other than the material required to mount a NACA-duct for driver cooling. If used, the NACA-duct shall be mounted in the front, lower, corner of the window opening. The area closed off to mount the NACA-duct shall not exceed 50 square-inches. In rain conditions, a quarter window larger than 50 square-inches may be used in the area normally used to mount the permitted NACA-duct, in an attempt to minimize the amount of water entering the cockpit. Enough open area for the driver to exit ~~through~~ in an emergency shall remain open at all times.

8. All vehicles must use a stock, ~~un~~cracked, OEM equivalent, safety glass windshield, or ~~6mm (1/4")~~ **0.25 inch** minimum thickness Lexan replacement, mounted in the stock location, at the stock angle and maintaining the stock profile.
9. Windshield clips, per GCR section 9.3 Windshield Clips/Rear Window Straps, are permitted and recommended.
10. Side windows, not including the front door windows, and rear windows may be replaced by clear Lexan-type plastic material having a minimum thickness of ~~3mm (1/8")~~ **0.125 inch**, but must retain the same shape, size, and location as the original glass. NACA-ducts may be mounted in the side windows. The rear window must be secured by ~~two~~ (2) additional straps, (~~25mm wide x 3mm thick~~) **1.0 inch wide by 0.0625 inch thick minimum**, bolted or riveted to the body at both the top and bottom of the rear window. If a Lexan rear window is mounted with multiple, evenly spaced, screws around each side of its perimeter, safety straps are not required. If a DOT spec glass rear window is used in conjunction with the OEM method of mounting, safety straps are recommended, but not required.
11. Windows may be mounted and sealed with silicone. Any silicone used to bridge the gap between the perimeter of the window and the chassis shall be neat in appearance and uniform in thickness. Tape may only be used to seal the windows during wet track sessions for the purpose of reducing the amount of water entering the cockpit.
12. OEM side window framework shall be intact.
13. Acrylic; or glass; removable/moveable roof panels may be replaced with the same material as the surrounding roof. All brackets, mounts, and moldings must be removed. Fabric tops are not permitted; and shall be removed along with all associated hardware. It may be replaced with an OEM hardtop if one is available.
14. Unused mounting tabs and brackets that are non-structural, excluding the rear seat back support and package tray, may be removed.
15. The OEM "rain gutter/tray" at **the** base of the windshield shall be intact and in the OEM location.
16. The floor pan may be modified to provide clearance for the exhaust system ~~routing~~.
17. ~~Inner fender panels may be modified, but not replaced, for tire clearance and/or permitted suspension modifications. OEM production-type appearance shall be maintained or replaced.~~
18. ~~Convertibles model cars may compete with a hardtop or as an open car.~~

EG. Engine

1. Alternate engines may be used, ~~given that~~ **if** the manufacturer of the vehicle and engine are the same (e.g., an Acura engine installed into a Honda car) **and was available in a car delivered in North America. The chosen engine must retain its original cylinder head and intake manifold. If an engine from a front wheel drive vehicle is installed in a rear wheel drive vehicle, alternate OEM intake manifolds may be considered.**
2. The crankshaft shall be a stock OEM part or **an** aftermarket part as long as it is of identical dimensions and material as the OEM part for the specific engine; ~~but~~ The crankshaft may be ~~tooled enough to achieve balance~~ **balanced**. The ~~standard~~ **maximum** weight reduction allowance for balancing of the crankshaft is 0.5 lbs. The ~~standard~~ **maximum** weight reduction allowance for the balancing of the reciprocating assembly is 15 grams. Alternate connecting rods are permitted, **but must be ferrous unless OEM supplied.**
3. Blocks may be sleeved to repair cylinder walls. Engines may be bored to a maximum of .040 inch over standard bore size.
4. Rocker arms, lifters, followers, pushrods, valve springs, keepers, retainers, guides, seats, and valves **materials** are free; Titanium is not permitted, except for retainers **or OEM parts**. The head may be machined to fit valve train components.
5. Valve lift is limited to **.600" inch for STO and STU. STL Valve lift is limited to .425 inch for 4 valve/cylinder engines, .425 inch intake and .450 inch exhaust for 3 valve/cylinder engines, and .450 inch for 2 valve/cylinder engines.**

Camshafts and *camshaft* timing is *are* free.

6. Cars produced with an electronic throttle body may use the OEM electronic throttle body. The OEM electronic throttle body may be converted to manual actuation and the actuation cam on a manual throttle body may be changed to alter the opening/closing rate of the butterfly
7. The ignition system components may be replaced freely provided that the type of ignition remains the same as stock.
8. Engine calibration (spark and fuel) is free. A programmable ECU is permitted. ~~The RPM limit set within the engine management system shall be the same for all gears (i.e. e.g., 1st gear shall not have a lower RPM limit than 2nd-6th gears):~~
9. Fuel injector(s) and fuel rail(s) must maintain the original number and mounting location(s), but are otherwise free. Fuel pumps and fuel filters are free in type, size and number.
10. The location and type of the fuel pressure regulator(s) are free provided they are mounted within the engine compartment or the OEM location.
11. The ring gear diameter must be the same as the production flywheel. Flywheels shall be ferrous metal, or aluminum, but are otherwise free. ~~Titanium flywheels are not permitted.~~ *For STO and STU, Clutch and pressure plate design is free, but see individual class specifications for material restrictions. For STL, stock diameter flywheel, clutch and pressure plate must be used.*
12. ~~The~~ Oil pan and oil pickup may be baffled, modified, or replaced ~~to prevent surge.~~ *The* OEM oil pump may be modified, or replaced with an OEM-style oil pump. Cars using a wet-sump oil system shall safety wire *or in some other way secure* the oil drain plug, ~~or in some other way secure the oil drain plug, to prevent the plug from accidentally coming out.~~
13. Vents, breathers, and oil filters may be added, or substituted. All emission control devices may be removed and the resulting holes plugged.
14. Replacement gaskets and seals are free, including head gaskets. Replacement gaskets and seals must be made out of material(s) designed to seal the parts of an engine. Replacement gaskets and seals may not perform any other functions. Head gaskets may be used to adjust compression ratio.
15. The intake and exhaust ports may be ported *in STO and STU* unless otherwise noted *at a 1 percent weight penalty.* The valve guide may be machined as part of this porting. The intake manifold may be port matched to the head(s), provided no material is removed further than one inch in from the manifold to head mounting surface(s). *STL must conform to the STL specific cylinder head rules.*
16. Variable cam timing (VTEC, VANOS, etc.) and variable length intake manifolds may be partially, or wholly, disabled. Variable cam timing systems that use multiple cam lobes for each valve(s) may remove lobes from the camshaft(s) that are not being used.
17. ~~In order to~~ *To* increase the compression ratio, the bottom of the head may be machined. Alternate pistons are permitted and/or the pistons may be machined. Compression is limited to 12.0:1 *for STO and STU and 11.0:1 for STL. If an STL eligible car has an OEM compression ratio higher than 11.0:1 the vehicle may retain the OEM compression ratio.*
18. Cars utilizing forced induction may not have a boost controller within reach of the driver. A car must enter pit lane to have the boost level changed by the crew if necessary. ~~Teams~~ *Competitors* must be prepared to demonstrate the boost adjustment process to officials. Unless otherwise noted, the follow restrictions apply to turbochargers. Turbocharging is permitted only with a factory turbo/engine combination. The inlet restrictor (if required) shall be positioned in the compressor inlet housing. Turbochargers may not be added to engines that did not originally come equipped with one. Swapping of turbochargers between engine makes and models is prohibited. Supercharged cars may be approved on a case-by-case basis. Contact the Club Racing Technical Office for details.
19. *Engine parts, including, but not limited to, heads, intake manifolds and carburetors, may be cleaned using usual methods (e.g., bead blasting, soda blasting, Scotch Brite pads) as long as part dimensions are not altered.*

FH. Cooling Systems

1. Water Cooling

Provided that the stock method of cooling is retained, the cooling system is free, including cooling fans, but the water radiator must remain in the approximate OEM location. The mounting angle may be changed.

2. Engine Oil Cooling
Coolers for the engine oil are free in number, type and location.
3. Intake Air Cooling
Cars utilizing forced induction may install intercoolers. The number, type, and location of intercoolers are free.
4. Water Spray Systems
Water may not be sprayed on any intercoolers, radiators, etc. Water spray systems may only be used to inject water into the brake ducts.

I. Fluid Piping & Fuel Tank

1. Fuel Cells/Tanks
The use of a fuel cell is required unless the stock fuel tank is located between the axle centerlines and within the main chassis structure (i.e., frame rails, etc.). ~~Additional straps and/or protection may be required.~~ All fuel cells **MUST *must*** comply with GCR 9.3. Proper bracing to protect the fuel cell in the event of a rear-end crash is required. If a fuel cell is installed in the rear hatch/rear trunk area, the OEM floor pan in that area may be replaced with metal in order to make it easier to mount the fuel cell and close out the area around the fuel cell.
2. There must be a metal bulkhead completely separating the cockpit from the compartment containing the fuel cell. This does not negate the requirement that the fuel cell bladder be contained in a metal container.
3. No line containing engine coolant may pass through the cockpit. No hydraulic fluid lines may have removable connectors inside the cockpit.
- ~~4. Coolant catch tanks are required.~~
- 45.** All fluid hoses, lines, reservoirs, and tanks that are in the cockpit, or cargo area that is open to the driver, shall be separated from the driver by rigid metallic and/or non-metallic enclosures and/or deflection shields to prevent fluid from spraying on the driver in case of a leak. Magnesium is prohibited. Waterproof flexible wraps may also be used to prevent fluid from spraying on the driver. The floor of these enclosures, or the area under the deflection shields, shall be designed to prevent the accumulation of fluids.
- 56.** ~~Cooling of fuel is prohibited. This applies equally, whether the fuel is in the car, or not.~~ ***No fuel cooling devices are permitted in the car.***

J. Oil System

1. If oil storage tanks are not located in the original position they must be surrounded by a 10 mm thick crushable structure. Provided that the oil tank is not located in close proximity to the outer surface of the bodywork, and there is some of the structure of the vehicle between the oil tank and the bodywork, the car's structure will meet the 10mm crushable structure rule.
2. If the oil tank is located in the cockpit area, or a trunk area that is open to the driver, it must be separated from the driver by a metal enclosure made up of .036" ***inch*** steel, or .059" ***inch*** aluminum. This is in addition to the 10mm thick crushable structure that is required in section 9.1.4.1.2. The floor of the enclosure must be designed to prevent accumulation of fluids.
- ~~3. An Oil catch tank is required per GCR section 9.3.~~
- 34.** Accusump-type systems may be used.
- 45.** Dry-sump systems ~~are permitted provided:~~
STO:
The dry-sump system is limited to ~~five (5)~~ stages. It shall consist of ~~one (1)~~ pressure stage and a maximum of ~~four (4)~~ scavenge stages. If the OEM-style pressure pump is used it shall count as the one permitted pressure stage. There may be a maximum of ~~two (2)~~ two-port scavenge stages, or a maximum of ~~four (4)~~ single-port scavenge stages, or any combination such that oil is not being scavenged from more than a maximum of ~~four (4)~~ **4** locations.

STU:
The dry-sump system is limited to ~~three (3)~~ stages. It shall consist of ~~one (1)~~ pressure stage and a maximum of ~~two (2)~~ scavenge stages. If the OEM-style pressure pump is used it shall count as the one permitted pressure stage. There may be a maximum of ~~one (1)~~ two-port scavenge stage, or a maximum of ~~two (2)~~ single-port scavenge stages, such that oil is not being scavenged from more than a maximum of ~~two (2)~~ **2** locations.

STL:

Dry sump systems are not permitted.

GK. Exhaust System

The exhaust system may be modified, or replaced. Outlets must be located rearward of the midpoint of the wheelbase. The exhaust pipe may not protrude more than ~~76.2mm (3")~~ **3.0 inches** at the point where it exits the bodywork. If the exhaust pipe(s) exit the bodywork at the widest part of the body such that any extension of the exhaust pipe(s) beyond the body would make pipe(s) the widest point, the exhaust pipe(s) must be trimmed flush (+/- 0.5²*inch*) with the bodywork at the point that they exit the body. Minor body modifications are permitted to ~~allow for~~ **accommodate** exhaust systems. Modifications shall serve no other purpose. The underbody rocker panels may be modified for the installation of the exhaust system, but these modifications may only serve to provide clearance for the exhaust system. The exhaust system must be adequately isolated from the driver's compartment. If the exhaust system is routed in such a way that damage to it could cause hot exhaust to contact any part of the fuel system, there shall be a metallic heat shield protecting the fuel system components. This heat shield shall be located at least ~~76.2mm (3")~~ **3.0 inches** away from the exhaust system, and there shall be at least ~~76.2mm (3")~~ **3.0 inches** between the heat shield and the fuel system components.

KL. Electrical System

The electrical system is free provided that:

1. The battery may be replaced with any equivalent battery of the same type. Battery may be relocated, but must be secured by a tie-down bracket and positive terminal must be covered to prevent accidental sparking.
2. If located in the cockpit, the battery must be placed behind the front seats, or in the passenger seat area, and the protection box must include an air vent that exits outside the cockpit.
3. All cars, except cars with pop-up headlights, shall have clear OEM headlight assemblies in place in the stock headlight positions. If headlight assemblies are used, they may be the clear OEM assemblies for any country **in which** that the car is sold ~~in~~. Additionally, the headlight assembly may consist of a replica bucket and the OEM lens. There shall be an operational light bulb within both the low and high beam placements. The operational light bulbs need not be of OEM origin, but must produce approximately the same light output as an OEM Halogen low beam.
4. Fog/driving lights, parking lights and associated attaching hardware may be removed. The resulting openings may be used to duct air, or **may** be filled/covered. ~~Any~~ **No** ducting may ~~not~~ extend beyond the outer surface of the bodywork.
5. ~~Whenever the track surface is wet, thereby causing spray, all cars on the track shall turn on their headlights and tail/rain lights. The brake lights must continue to be functional whenever the tail/rain lights are used. The tail/rain lights must be dimmer than the brake lights are when they come on.~~
56. Each car must be fitted with at least one effective windshield wiper ~~motor~~ **assembly**, which must be in working order throughout the event. Wiper blades, arms and associated hardware may be substituted freely, ~~or~~ **Other windshield wiper assemblies may be** removed.
67. Each car must have an effective defogging/demisting system that is capable of keeping the windshield clear during wet sessions. Anti-fog films meet this requirement.

HM. Drivetrain

1. Alternate differential housings are permitted from the same model of vehicle. Differential may be open, locked, or of a limited-slip type. The internals of limited-slip type differentials may be modified to change the amount of slip limiting. Differentials with external, or electric, adjustability are prohibited. Driveshaft and half-shafts may be aftermarket, but shall be the OEM-type and use the same types of materials as stock. Drive shafts may be replaced by one piece drive shafts, and conversely.
2. Vent and/or breather lines may be added to **the** transmission and/or differential. ~~One (1)-transmission cooler and one (1) differential cooler is~~ **are** permitted.
3. Cars with sequential shift transmissions shall increase the required minimum weight by 100 lbs.

LN. Suspension and Steering

1. ~~The use of active suspension is forbidden.~~ All suspension members must be made from a metallic **ferrous and/or aluminum** material(s). Chromium plating of suspension members is ~~forbidden~~ **prohibited**.
2. **STO and STU** ~~Original~~ suspension pick-up points below the upper line of the wheel rim must be used within a tolerance of ~~25 mm~~ **1.0 inch**; however, if the lower suspension pickup point is changed from the OEM location, 50 lbs.

must be added to the car. *STL cars must retain the OEM lower suspension pickup points.* The body/frame around the pick-up points may be reinforced. This reinforcement shall be limited to a radius of *6.0 inches* ~~six inches (6")~~. The ~~24 mm~~ *1.0 inch* tolerance applies to pick-up points on the chassis only.

3. *STO and STU* S suspension mounting points above the upper line of the wheel rim must be retained within a tolerance of ~~75 mm~~ *3.0 inches*, however, the body/frame around the pick-up points may be reinforced. This reinforcement shall be limited to a radius of *6.0 inches* ~~six inches (6")~~. The ~~75 mm~~ *3.0 inch* tolerance applies to pick-up points on chassis only. *STL cars must retain the OEM upper suspension mounting points.*
4. Suspension springs are free. Coil-over units may be added to supplement; or replace; OEM springs. Attaching points may be reinforced. It is permitted to use threaded spring seats for adjustability.
5. Shock absorbers and struts are free. Driver adjustable systems; ~~or~~ *and* electronically controlled shocks; are not permitted. If a reservoir/adjustment canister is used, only one may be used per shock. The shocks at each individual wheel may not be connected in any way.
6. Stabilizer bars are free, and may be added, removed, or substituted. Driver adjustable stabilizer bars are not permitted. Adjustment controls for stabilizer bars may be located within the cockpit, but must be out of the reach of ~~the driver~~ *from the driver's seat*. Adjustments to ~~sway~~ *stabilizer* bars during practice, qualifying and race must be done by a crewmember in pit lane.
7. Suspension components shall be the stock OEM pieces *parts*, but they may be reinforced. Heim joints are permitted on suspension components. Standard suspension bushings may be replaced with solid; or spherical; bushings.
8. Alternate control arms permitted *in STO and STU. Alternate control arms are not permitted in STL.*
9. *STO and STU* ~~E~~ cars that come with a solid rear axle or trailing arm suspension are permitted an aftermarket or fabricated rear suspension. Cars with an altered rear suspension must add 50 lbs. Cars with live axle ~~RWD rear wheel drive~~ *may reduce the minimum weight by 50 lbs in STO and STU. Rear wheel drive cars in STL must add 2.5 percent of their standard STL weight.*
10. Any anti-roll bar(s) and rear axle traction bar(s), rear axle panhard rod and watts linkage can be added or substituted, provided ~~its~~ their installation serves no other purpose. The mounts for these devices can be welded or bolted to the car. These devices and their mounts cannot be located in the trunk or driver/passenger compartment unless fitted as stock. Rear axle traction bar(s) used to control axle housing rotation must be solid bar or tube.
11. When a car's anti-roll bar also acts as a suspension locating device, the bar's attachment points and pivot points on the chassis and suspension control arms must remain in ~~their~~ *their* stock locations.
12. Slotted plates may be added over original shock mounts on front and rear shock towers for camber/caster adjustment. One bolt-in brace may connect the front strut towers, and one bolt-in brace may connect the rear strut towers.
13. *For STO and STU,* ~~F~~ the spindle and/or outer joint on the a-arm and/or strut may be moved ~~in order~~ to correct bump steer caused by changing the vehicle ride height. These components are not limited to the ~~25 mm~~ *1.0 inch* of movement that applies to the suspension pick-up points located on the chassis. *STL cars may not relocate the spindle and/or outer joint on the a-arm.*
14. All steering components, with the exception of the steering wheel, column and tie-rods/toe-links, must be original equipment supplied by the manufacturer. These parts may be strengthened provided the original part can still be identified.
15. The steering wheel may be replaced with an aftermarket, or racing steering wheel. Wood-rimmed steering wheels are not permitted. An all-metal quick release coupling on the steering wheel may be added.
16. A collapsible steering column shall be used. Most ~~current~~ *recent* OEM steering columns have at least ~~two~~ (2) universal joints in them that ~~would~~ allow the steering column to ~~fold~~ *collapse* on impact. This type of design (*with* at least ~~one~~ (1) universal joint) must also be used in any steering column extension(s) that may be used to reach the driver's competition seating position.
17. Power steering may be *modified in any of the following ways:*
 - a. disconnected
 - b. an OEM manual steering rack for that model may be fitted
 - c. an electric power steering pump may be fitted

d. or an OEM electric-assisted steering rack may be used.

18. Front wheel drive cars may reduce their minimum weight by 50 Lbs *in STO and STU*. Front wheel drive cars with a strut type front suspension may reduce their minimum weight by an additional 50 lbs *in STO and STU*. *In STL front wheel drive cars with a strut type front suspension may reduce their minimum weight by 2.5 percent.*

MO. Brakes

1. Brake lines may be relocated, and rubber lines may be replaced with ~~armored~~ *stainless steel braided* brake lines. Original equipment master cylinders and pedals may be replaced. Hand brakes *assemblies* may be removed. Aftermarket brake proportioning valves are permitted. Non-pressurized brake fluid lines and master cylinders need not be metal, metal shielded, or bulkheaded. Pressurized brake fluid lines must be metal, metal shielded, or bulkheaded.
2. Brake pad friction material is free.
3. Backing plates and dust shields may be modified, ventilated, or removed.
4. Brake duct inlets incorporated in the front spoiler as standard, or *in* light openings, other than headlights, may be used to duct air to the front brakes. Additionally, brake ducts may be fitted into *the* intermediate mounting surface of *a* permitted splitter.
5. Water spray cooling systems are permitted. The amount of water carried for injection into the brake duct is free. Water-cooled calipers are forbidden.
6. Wheel fans are not permitted.
7. Power assisted braking systems are permitted.
8. The balance of braking forces between the two wheels on an axle shall be equal and non-adjustable.
9. The balance of braking forces between the front and rear axles may only be adjusted by the driver through:
 - a. Direct intervention on the position of the center of the joint, on the linkage lever of the hydraulic pumps of the front and rear circuits.
 - b. Direct intervention on a ~~proportional~~ *proportioning* valve; in which the intake pressure is adjusted through a pre-loaded spring.
10. Brake calipers, whether OEM or aftermarket, shall be mounted in *the* stock locations.
11. Titanium piston inserts are permitted.
12. *Anti-Lock Braking Systems (ABS) are permitted on cars that use the OEM brake components as supplied.*

NP. Tires & Wheels

1. Tires must conform to 9.3.45. Filing, buffing, or any other disguising of tire sidewall is prohibited. Chemical treatments, or any means to artificially enhance tire performance is prohibited.
2. Wheels / Hubs
The standard wheels may be replaced with direct, bolt-on racing/aftermarket wheels under the following provisions:
 - a. Loose wheel spacers of any type are not recommended.
 - b. All cars must run the same size wheel on the same axle.
 - c. Lug nuts and/or wheel studs are free as long as at least two (2) threads of the wheel studs are visible and the outside edge of the nuts and studs are inside the wheel rim when properly mounted.
 - d. As viewed from above at the centerline of the wheel; the fender shall completely cover the "tread" portion of the tire. Only the tire sidewalls may be visible.
 - e. The wheel material is free, but they must be constructed of metallic material(s). No modifications (including grinding) are permitted on a vendor-supplied wheel.
 - f. Valve stems and caps are free.
3. Wheel Attachment
 - a. Center-locking type hubs and wheels may be used if vehicle is supplied with them from the manufacturer. If vehicle is not supplied with center-locking type wheels they may be used in conjunction with an adapter that bolts onto the OEM, or approved, hub.

- b. If a single wheel nut is used, a safety spring must be in place on the nut whenever the car is running and must be replaced after each wheel change. These springs must be painted Day-Glo red or orange. Alternatively, another method of retaining the wheels may be used provided it has been approved by FIA.

9.1.4.1. STO-SPECIFIC TECHNICAL REGULATIONS

A. ~~STO-Body/Chassis~~ **Bodywork**

1. ~~Aerodynamics~~

- a. ~~A front splitter may be added that does not extend more than 2.0 inches past the original, or approved, bodywork as viewed from above for the entire profile of the splitter. Splitters shall not extend laterally any further than the widest point of the outside sidewall of the front tires with the wheels pointed straight ahead, and the “dry” set-up on the car. Additionally, the splitters may not extend more than 50.8mm (2.0 inches) beyond the bodywork, regardless of where the outside edges of the front tires are. The splitter shall consist of a single flat plane. The splitter shall have no vertical deviations, fences, etc., unless they are part of the production bodywork for street use. Splitter designs may incorporate openings for brake ducts provided it does not affect the standard body appearance. The allowed splitter may close out the underbody from the leading edge of the approved bodywork, back to the centerline of the front axle. The splitter may be mounted to the front fascia via a vertical intermediate mounting surface. Additionally, a maximum of four (4) rods, or cables, may be used to support the front, and/or sides, of the splitter. No other material(s) may be used external to the body to support the splitter. Single-plane vertical close-out panel(s) may be used to bridge gap between front fascia and splitter.~~
- b. ~~A rear wing may be added. Each wing shall be mounted to trunk/deck lid with two (2) mounting brackets. The wing, and the portion of the mounting brackets located externally to the trunk/deck lid, may only be reinforced by a diagonal strut having no aerodynamic effect, and/or by affixing the external parts of the brackets to internal parts of the brackets within the trunk/ cargo area. The internal parts of the brackets may protrude through the trunk/deck lid to allow for the two parts of each bracket to be fastened together. The rear wing, including any wicker bill, shall be mounted level with, or below, the peak of the roof. The trailing edge of the rear wing may be mounted no further rearward than the rear, center-point of the approved bodywork. The wing and endplates shall not be any wider than the widest part of the bodywork, not including mirrors and fender flares/lips. The rear wing is limited to a single element with a chord length of 12 inches and a width no wider than the widest part of the car, not including fender flares/lips and mirrors, or a maximum width of 72 inches, whichever is the lesser. A wicker may be added provided it does not cause the wing/wicker assembly to exceed the stated maximum dimensions.~~
- c. ~~Canards or dive planes are not allowed unless part of the OEM bodywork.~~

2. ~~Exterior Bodywork~~

OEM non-metallic composite body panels (i.e., plastic fascias, fiberglass hoods, etc.) may be replaced with panels of any type composite, provided that the panel maintains the OEM profiles. All cars may replace the hood, trunk/deck lid and doors with non-metallic composite parts. Hoods may have heat exhaust vents installed in it. Hood inlets (scoops) are not allowed. The vents shall not expose the mechanical components of the car when looking down from above. The permitted transmission and differential coolers may vent through rear license plate frame. There shall be a screen, painted the same color as the surrounding bodywork, covering the vent opening. Any OEM non-functional, decorative vents/ducts may be made to be functional provided the exterior body appearance is not modified.

DB. Cockpit Interior

- 1. ~~The required dash pad and center console may be made of any material. The dash pad shall maintain the stock profile.~~
- 2. ~~Bulkheads~~
 - a. ~~2-Seat Vehicles:~~

There shall be a vertical bulkhead in the OEM position if applicable. It may extend upward to the bottom of the side windows, and then extend horizontally rearward to close off the area behind the cockpit. The bulkhead may be a non-metallic material if all fluid lines, hoses, reservoirs and tanks that would otherwise be open to the driver are contained in proper metallic enclosures.
 - b. ~~2-Door, 4-Seat Vehicles:~~

No bulkheads shall cover the rear floorboard area. The bulkhead used in front of the rear seat back support may extend laterally from one side of the chassis to the other, but must be below the bottom of the side windows.

3C. Chassis

- 1. Fasteners are free. Fasteners may be replaced with adhesives.
- 2. Rounded coverings may be used at the rear of the front window openings to bridge gap between the leading edge of b-pillar and inner edge of main roll hoop. The material and design of these coverings is free, but shall be neat in

appearance and securely fastened.

3. A third (3rd) tube on each side may extend through the firewall to the chassis in the engine compartment. These tubes shall not extend forward of the shock towers.

~~d Inner fender panels may be modified or replaced for tire clearance and/or permitted suspension modifications. OEM production-type appearance shall be maintained.~~

4. An underbody close-out panel(s) may be used in the area behind the rear axle. These panels shall not alter the external appearance of the car when looking from the rear and sides of the car (i.e. we want to have to lay on the ground to see them). If the production car uses underbody trim pieces, the OEM trim pieces may be removed or replaced, but any close-out panel(s) used may not visually hide any more of the mechanical components, when looking from the rear and sides of the car, than the OEM trim pieces do. The close-out panels shall not completely bridge the gap between the rear floor pan area and the rear axle centerline. On rear engine cars, any close-out panels shall not extend any further forward than the rear axle centerline. Cars with a fuel cell, engine, etc. that extend down into external visual range shall fit the close-out panel(s) around the component in such a way that it does not alter the external appearance of the car.

~~4. Convertible Tops~~

~~Convertibles model cars may compete with a hardtop or as an open car.~~

BD. Engine/Drivetrain

- 1 Intake Requirements: All cars shall use the stock or approved air metering device (e.g., carburetor, throttle body, etc.) and intake manifold for the installed engine, unless noted otherwise.

~~2.~~ All cars may fit the approved carburetor and manifold. The approved manifold may be ported and polished, but its design and configuration shall not be altered in any other way. The lowering of or boring of holes in the center divider is prohibited. Removal or obliteration of the manifold part number is prohibited.

- a. The approved carburetor shall be a maximum of 650 cfm and 4 barrels. The approved optional insulator (Holley #108-12), and manifold (Edlebrock Performer RPM #7101-General Motors / #7121-Ford/Mercury) shall be fitted to cars.

b. ~~Other than~~ *Except* as provided for *permitted* in these rules, the carburetor shall not be modified in any way. Any carburetor jets, accelerator pump, pump cam, and accelerator pump nozzles may be used. Power valves, metering blocks, and floats may be altered or replaced. No venturi (including secondary or auxiliary) shall be modified in any way, but they may be aligned. Idle holes may be drilled in the throttle plates (butterflies). Carburetors may be modified to allow "four corner" idle adjustment.

c. ~~The E~~external throttle linkage to the carburetor may be modified or changed from original. Choke mechanisms, plates, rods, and actuating cables, wires, or hoses may be removed. No removal or alteration of the carburetor air horn is permitted.

- d. All air entering the intake tract shall pass through the carburetor air inlet.

~~3. The crankshaft may be equivalent aftermarket part (same material, weight, and dimensions as OEM part), but may be tooled enough to achieve balance.~~

~~4. Engine may be lowered 38mm vertically from OEM location.~~

~~6~~3. Cars may modify, or replace, motor and gearbox mounts provided that the engine is located in the specified location. This includes the use of "torque plates". All engines will be mounted in the stock position unless otherwise specified. Where an engine setback is allowed, the OEM firewall may be modified only enough to accommodate the engine set back.

Engine Setback *and Lowering* Allowances:

The following cars may set the engine rearward a maximum of 4.0 inches and may lower the engine a maximum of 1.5 inches:

Cadillac CTS-V (04-07)

Pontiac GTO (04-08)

Ford Mustang (85-06)

GM F-Body (93-02)

- ~~1. Cadillac CTS-V and Pontiac GTO – 214mm from stock location (78mm from firewall)~~

2. ~~Ford Mustang (85-04) 4" from stock location~~
3. ~~Ford Mustang (05-06) 8" from stock location~~
4. ~~GM F-Body (93-02) 4" from stock location~~

E, Drivetrain

21. Carbon clutches are permitted.
52. Transmissions and Rratios are free. Forward gears are limited to six speeds. ~~Cadillac CTS-V (Mid Valley spacer) and Pontiac GTO (Tilton spacer) are allowed to space the transmission 8 inches back with the designated spacer.~~
73. Traction Control/Launch Control is permitted, but must operate solely through the engine managements system (i.e., spark and fuel control); and may not interface with, or affect, the braking system or throttle control.

GF. Brakes

1. Rotors
One (1) or two (2) piece ferrous rotors may **that do** not exceed 355mm in diameter by **or** 33mm in thick**ness are permitted.** (355x33mm). Maximum brake rotor size **diameter** of 380mm **allowed is permitted at a** 100 pound penalty.
2. Permitted Calipers
The standard production calipers or any caliper with six **6** or less pistons may be used. 4-piston calipers may use a maximum of four (4) pads per caliper. 6-piston calipers are limited to two (2) pads per caliper.
3. Anti-Lock Braking Systems (ABS) are permitted on cars **utilizing that use** the OEM brake components as supplied.
4. Brake duct water spray cooling systems are **approved permitted.**

EG. Wheels

~~Rear Wwheels may not exceed 18.0 inches in diameter x and 13.0 inches in width. rear and 18x11 front. Front wheels may not exceed 18.0 inches in diameter and 11.0 inches in width.~~

FH. Approved Cars and Engines

The following car and engine combinations are approved in STU. Contact the Club Racing Technical Office to add additional cars.

[INSERT TABLE]

9.1.4.2. STU-SPECIFIC TECHNICAL REGULATIONS

A Body/Chassis Bodywork

1 Aerodynamics

- a. ~~Front Splitter: A front splitter may be added that is a flat, single-plane, with an exposed top surface of not more than 3.0 inches, that does not extend more than 1.5 inches past the approved bodywork as viewed from above for the entire profile of the front fascia. The 3.0 inches exposed top surface of splitter will be measured from the point on the approved bodywork that sticks out the furthest in the area directly above any point on the splitter and defined by the top surface of the splitter and a point 1 inch vertically from the splitter top surface. Splitters in TC shall not extend laterally any further than the widest point of the outside sidewall of the front tires with the wheels pointed straight ahead, and the "dry" set-up on the car. Additionally, the splitters may not extend more than 1.5 inches beyond the bodywork, regardless of where the outside edges of the front tires are. The splitter shall have no vertical deviations. The allowed splitter may close out the underbody from the leading edge of the approved bodywork, back to the centerline of the front axle. The splitter may be mounted to the front fascia via a vertical intermediate mounting surface. If the vertical mounting surface overlaps the front fascia, it may not overlap more than 2.0 inches. Additionally, a maximum of four (4) rods, or cables, may be used to support the front, and/or sides, of the splitter. No other material(s) may be used external to the body to support the splitter. A single-plane vertical close-out panel(s) may be used to bridge gap between front fascia and splitter. Splitter designs may incorporate openings for brake ducts provided it does not affect the standard body appearance.~~
- b. ~~Rear Wing: Each wing shall be mounted to trunk/deck lid with two (2) mounting brackets. Each mounting bracket shall attach to wing at a point that is at least 2 inches inboard of endplates. The wing, and the portion of the mounting brackets located externally to the trunk/deck lid, may only be reinforced by a diagonal strut having no aerodynamic effect, and/or by affixing the external parts of the brackets to internal parts of the brackets within the trunk/cargo area. The internal parts of the brackets may protrude through the trunk/deck lid to allow for the two parts of each bracket to be fastened together. The rear wing shall be mounted a min. of 6.0 inches below the peak of the roof. Cars with a wagon-style body (i.e. Protege 5, Civic Type R, etc.) competing in STU may have~~

~~the rear wing mounted a maximum of 4.0 inches above the roofline. The mounting position will be measured between the highest points of the roof and wing. The trailing edge of the rear wing may be mounted no further rearward than the rear, center point of the approved bodywork. Wings shall be a single element with a max chord length of 10.75 inches and max element width of 48 inches. A wicker may be added provided it does not cause the wing/wicker assembly to exceed the stated maximum dimensions:~~

~~2. Exterior Body Panels~~

- ~~a~~1. All cars may replace the hood and trunk/deck lid with non-metallic composite parts. The OEM profiles shall be maintained on the part. All other body panels shall be OEM parts.
- b2. The OEM front and rear fascias shall maintain the OEM crushable structure/support. The OEM crushable structure/support may be lightened as long as it is still recognizable as being the OEM crushable structure/support. The bumper shock absorbers may be removed. The OEM front and rear fascias shall be attached at the stock locations, but fasteners are free.
- e3. Fasteners are free provided they are of the same material family, and diameter as the fastener it is replacing.

~~3. Chassis~~

- ~~a. Inner fender panels may be modified, but not replaced, for tire clearance and/or permitted suspension modifications. OEM production-type appearance shall be maintained.~~
- ~~b. Convertibles model cars may compete with a hardtop or as an open car.~~

B. Engines /Intake and Weight Requirements

1. Engines up to ~~six~~ 6 cylinders and 3000 cubic centimeters factory displacement are permitted, *plus any others listed on spec lines.*
2. ~~Intake requirements:~~ All cars shall use the installed engine's stock air metering device (e.g., throttle body) and intake manifold, unless noted otherwise.

C. Drivetrain

1. Carbon clutches are not permitted.
2. Engine and gearbox mounts may be solid.
3. Transmission and ratios are free. Forward gears are limited to ~~six~~ 6 speeds.

ED. Suspension

Alternate suspensions are permitted. Alternate suspensions are limited to the original type. Items such as brake calipers, springs, and shock/struts shall remain located on the alternate suspension in the OEM location.

~~D~~**E. Brakes**

1. Rotors
~~One (1); or two (2);~~ piece ferrous rotors *that do not to exceed 328mm in diameter by or 32mm in thickness (328x32mm) are permitted.*
2. ~~Permitted~~-Calipers
The standard production calipers or any 4-piston calipers may be used.
3. Anti-Lock Braking Systems: Any car equipped with an OEM ABS system shall completely remove all ABS components.

F. Wheels

~~Wheels may not exceed 17x8.~~ *Wheels may not exceed 17.0 inches in diameter and 8.0 inches in width.*

3G Weights and Engine Allowances

Minimum weights for cars with normally aspirated piston engines will be determined by 1.1 lbs/cc displacement for the installed engine (see following table). Displacement is ~~determined by~~ the factory displacement for the installed engine. For *the purpose of* weight assignment, ~~purposes~~ engine displacement will be rounded to the nearest 100cc (e.g., 2150cc = 2200cc or *and* 2149cc = 2100cc).

Factory Engine Displacement (cc)	Minimum Weight (lbs)
1600	1600
1700	1870
1800	1980
1900	2090
2000	2200
2100	2310
2200	2420
2300	2530
2400	2640
2500	2750
2600	2860
2700	2970
2800	3080
2900	3190
3000	3300

Alternate Engine Specifications		
Engine	Bore & Stroke (mm)	Notes
Nissan VQ30	93.0 x 73.3	Sleeving permitted

- The Mazda 13B and Renesis rotary engines are permitted at 2400 lbs. The 13B may be street ported. The Renesis shall remain unported. The Mazda 12A Street Port is permitted at 2350 lbs. 12A induction: {1} Nikki 4 barrel carburetor with primary choke(s) bored to match secondary choke(s) on a stock manifold, or {1} Auto-type 2 barrel carburetor with 38mm choke(s) on a "dual-y" manifold.
- All turbocharged engines shall use a compressor inlet restrictor/weight combination from the following table. Twin turbo engines are allowed on a case-by-case basis only.

Inlet Restrictor (mm)	Minimum Weight (lbs)
33	2200
35	2475
37	2770
39	3100

- The Volkswagen Jetta TDI is permitted using the SCCA Pro Racing TDI Cup rules and weight. ~~Must use Diesel fuel~~ *must be used* in accordance with 9.3.26.A.
- The Mazdaspeed Miata may use alternate turbo, Mazdaspeed part # 000-88-c-89.

H. Car and Engine Specific Allowances
[To be supplied]

9.1.4.3. STL-SPECIFIC TECHNICAL REGULATIONS

A. Bodywork

- All cars may replace the hood and trunk/deck lid with nonmetallic composite parts. The OEM profiles shall be maintained on the part. All other body panels shall be OEM parts.
- The OEM front and rear fascias shall maintain the OEM crushable structure/support. The OEM crushable structure/support may be lightened as long as it is still recognizable as being the OEM crushable structure/support. The bumper shock absorbers may be removed. The OEM front and rear fascias shall be attached at the stock locations.
- Fasteners are free provided they are of the same material family and diameter as the fastener it is replacing.

B. Engines

- Engines up to 4 cylinders and 2000 cubic centimeters factory displacement are permitted, except those from cars in the following list:
Honda S2000 2.0 liter
Acura Type R

2. *All cars shall use the installed engine's stock air metering device (e.g., throttle body) and intake manifold, unless noted otherwise.*
3. *Manifold and cylinder head port matching is permitted. No material may be removed further than one (1) inch in from the manifold to cylinder head mounting faces. Carburetor mounting surfaces shall not be modified. External dimensions of the cylinder head or intake manifold may not be reduced to facilitate internal porting. Two piece manifolds must not be port matched at their intermediate point. Valve guide material is unrestricted.*
4. *Valve seat and valve head angles are free.*

C. Drivetrain

1. *Carbon clutches are not permitted.*
2. *Engine and gearbox mounts may be solid, but must not relocate the engine or transmission in any direction.*
3. *Either the OEM transmission or an alternate transmission must be used; the alternate transmission must be from the same manufacturer as the vehicle (e.g., an Acura transmission may be installed in a Honda car). Alternate transmissions must be used in their entirety. Retrofitting OEM complete gear sets in an alternate transmission case is permitted.*

D. Suspension

1. *Cars equipped with MacPherson strut suspension may de-camber wheels by the use of eccentric bushings at control arm pivot points, by the use of eccentric bushings at the strut-to-bearing-carrier joint, and/or by use of slotted adjusting plates at the top mounting point. If slotted plates are used, they shall be located on existing chassis structure and may not reinforce that structure. Material may be added or removed from the top of the strut tower to facilitate installation of adjuster plates.*
2. *On other forms of suspension, camber adjustment may be achieved by the use of shims and/or eccentric bushings.*
3. *Independent rear suspension mounting holes may be slotted and reinforced for purposes of camber and/or toe adjustment. Material may be removed from the top of the strut tower to facilitate installation of adjuster plate.*
4. *Bushing material, including that used to mount a suspension subframe to the chassis, is unrestricted. This includes the use of spherical bearings, so long as no suspension component is modified to facilitate their installation. Retention of spherical bearings by use of tack welds is permitted, as long as the welds serve no other purpose.*
5. *Rubber bump stops may be removed, modified, or replaced, but their chassis mounts, brackets, etc., may not be altered in any way.*
6. *No other relocation or reinforcement of any suspension component or mounting point is permitted.*
7. *Hardware items (nuts, bolts, etc.) may be replaced by similar items performing the same fastening function(s).*

E. Brakes

1. *OEM brake systems must be used. Alternate OEM brakes rotors or calipers from the same manufacturer will be considered.*
2. *Anti-Lock Braking Systems: Any car equipped with an OEM ABS system may use the OEM system only as installed.*

F. Wheels

Wheels may not exceed 17.0 inches in diameter nor 7.0 inches in width.

G. Weight Requirements

1. *Minimum weights for cars with piston engines will be determined by 1.3 lbs/cc displacement for the installed engine (see following table). Displacement is determined by the factory displacement for the installed engine. Cars with 3 valves/cylinder engines may reduce their weight by 1 percent. Cars with 2 valves/cylinder engines may reduce their weight by 2 percent. For weight assignment purposes engine displacement will be rounded to the nearest 100cc (e.g., 2150cc = 2200cc and 2149cc = 2100cc).*

Factory engine displacement (cc)	Minimum weight (lbs.)
Up to	
1300	1690
1400	1820

1500	1950
1600	2080
1700	2210
1800	2340
1900	2470
2000	2600

2. *The Mazda 12A is permitted at 2600 lbs; porting is not permitted.*

H. Car and Engine Specific Allowances

[To be supplied]

SPEC MIATA

1. #1224 (CRB) Adjustable fuel pressure and timing input

The CRB thanks all who responded to the request for input on these items.

In 9.1.8.C.1.l.1. add to the end of the first sentence: “, *but the regulator may be adjusted freely.*”

In 9.1.8.C.1.p.3, add to the end of the second sentence: “*except as allowed in subsection 6 below.*”

In 9.1.8.C.1.p, add a new subsection 6: “*For 1999-2005 model years only, it is permitted to alter the ignition timing by elongating the mounting holes of the crankshaft position sensor trigger wheel.*”

[The purpose of these allowances is to negate the advantages of modified ECUs; detection of ECU modifications is extremely difficult.]

2. #1225 (CRB) Reinstate compliance program

The CRB thanks all who responded to the request for input on this item.

Reinstatement of the SM compliance program will be recommended to the Board of Directors. If approved, the Club Racing Staff will be expected to provide implementation details similar to the previous program.

3. #1774 (CRB) 99-05 suspension on 90-97 Miatas

The CRB thanks all who responded to the request for input on this item.

In 9.1.8.C.4.c, add: “*90-97 cars are permitted to use the 99-05 suspension components including steering rack, front and rear control arms, front and rear uprights, and front and rear sub-frames.*”

4. #2029 (CRB) Allow locating collars on rear anti-roll bars

In 9.1.8.C.4.d, add at the end: “*A locating ring for the rear anti-roll bar may be added; it must serve no other purpose.*”

[Since the latest design rear anti-roll bar has incorporated a locating ring, the CRB proposes that a locating collar may be added to existing anti-roll bars.]

5. #2089 (CRB) Allow rear track to match 99-05 cars

In 9.1.8.C.6.d, change the second sentence as follows: “The rear track shall not exceed ~~1465 mm for the 90-97 model years and 1475 mm for the 99-05.~~”

TOURING

1. #2081 (CRB) Open springs and anti-roll bars

In 9.1.10.D.3.b.1, modify the first sentence as follows: “The factory and/or aftermarket air conditioning system may be removed, provided that at least the following items associated with the system are also removed: compressor *and* condenser; ~~H.D. springs/sway bars, H.D. shocks, larger tires, engine and transmission coolers and cooling fans.~~”

Replace 9.1.10.D.5.b.1 with: “*Any springs and anti-roll bars are permitted, but they must mount in the stock locations.*”

2. #1711 (Richard Kulach) Propose optional brake cooling kits for all touring cars

Replace 9.1.10.D.6.a.5 with: “*Any brake ducts are permitted, but they must serve no other purpose and must mount without modification to other components except for duct intake openings in the bodywork. The ducting must not be visible from outside the car.*”

CAR RECLASSIFICATIONS

None

WHAT DO YOU THINK?

IMPROVED TOURING

ITR

1. #1296 (Kurt Omensetter) Allow Stock ABS brakes without modification
Should stock ABS braking systems be allowed in ITR? Disabling or removing the ABS components would become optional rather than mandatory. Almost all cars in ITR were available with ABS. Those with no available ABS would be given a weight reduction to compensate.

MEMBER ADVISORIES

1. #1456 (Kyle Springer) Modify, Enforce or Remove SCCA Sticker Definition
The colors in the Official SCCA Field Logo and the SafeRacer SCCA National Racing Series stickers are required to be as shown in 9.3.29 Figures 4 and 4a. Painted or other reproductions of those stickers must maintain the required colors and the same dimensions as the supplied stickers.

NOT APPROVED BY THE CRB

FORMULA

FB

1. #1715 (Wren Keith) Require removability of power adders
Thank you for your input. The rules are adequate as written. The CRB will continue to monitor the FB rules with regard to ECUs and, if necessary, make adjustments to maintain the intent and spirit of the rules.

FF

1. #1772 (Jon Baytos) Clarify flat belly pan rule
Thank you for your input. The rules are adequate as written.

IMPROVEDTOURING

1. #995 (David Boles) Crank position sensor
A car without a crank position sensor may not add one, and a distributor-located sensor may not be relocated to the crankshaft.

ITB

1. #1333 (Tom Lamb) Review and adjust weight of ITB CRX Si as appropriate
This car classification is older than 5 years. Changing the weight would not be in accord with 9.1.3.C next to last paragraph. However, the ITAC plans to consider a rule change proposal to address modifications of older IT classifications.
2. #1420 (Robert Clifton) Weight correction for ITB 84-89 Dodge Daytona
This car classification is older than 5 years. Changing the weight would not be in accord with 9.1.3.C next to last paragraph. However, the ITAC plans to consider a rule change proposal to address modifications of older IT classifications.
3. #1773 (Matthew Green) Increase ITB wheel width to 6.5
Not recommended at this time.

PRODUCTION

EP

1. #1755 (Darren Sansum) Classify Westfield 7 for EP
The car does not meet the minimum production level numbers produced required within a one year period.

FP

1. #1778 (John Saurino) 1275 MG Midget engine update
The requested items are not within the category philosophy.

SPEC MIATA

1. #1368 (Phil Kogan) Re Examine car weights. 1.6 cannot get to minimum weight
Thank you for your input. It has been considered in making various competition adjustments. See letter #2094 in the August Tech Bulletin.
2. #2045/#2049/#2050/#2058 (Mark Zwolle/Cy Peake/Rick Deerwester/Richard Bennett) Standard passenger car fuel requirements
A requirement for the use of "street" fuels is not enforceable. (Rules that are unenforceable are poor rules.) Also, see letter #2082 in the Suggested Rules section above.

SHOWROOM STOCK

SSC

1. #1756/#1840 (Gino Carini/Jason Huepenbecker) Increase the weight of the Mazda 3 by 50lbs to 2900lbs
This car has been at the same weight for 4 years. It is competitive as classed.
2. #1816 (David Mead) Classify 01-05 base model Miata in SSC
Member input on this issue is mixed. The car will remain in SSB. SSC new car counts have started to increase. The class has evolved into a front wheel drive class; bringing a rear wheel drive car into the class will upset the competitive balance of the class at many tracks.

TOURING

T1

1. #1422/#1718 (Chris Ingle/Robert Kahn) Reduce the weight of the Corvette LS3 to 3350.
Car is competitive as classified.

T3

1. #1710 (Andre Ramdhanny) Update/Backdate Clarification for Honda S2000
Not within class philosophy. This car is competitive as classified.

PREVIOUSLY ADDRESSED

FORMULA

FC

1. #1787/#1793 (Kevin Firlein/Robin Nicholas) Allow aluminum calipers
Addressed in the July Fastrack.

PRODUCTION

EP

1. #1766 (Austin Snader) Mazda Renesis - Throttle Body Change
Addressed in July Fastrack.

SPEC MIATA

1. #1763 (Tyler Vance) Allow 90-93 Adjustable Front Sway Bar on NB Miata
Already allowed. See June Fastrack.

TOURING

T2

1. #1744 (Bill Steinhoff) Reduce weight of T2 350z by 50 lbs
See July Fastrack.
2. #1786 (Joe Aquilante) Classify 2010 STI on same line as 2008 and 2009...
This has been done. See July Fastrack.

NO ACTION REQUIRED

GCR

1. #587/#590/#880 (Dave Harmison/Russ Werner/Phil Green) Grace period for license needing a waiver
Appendix C.2.4.D allows a driver to request a waiver for their competition license from the Divisional Driver Licensing Administrator or by the National Office. However, the National Office is investigating the possibility of going to a 2 year membership and licensing period.
2. #1434 (Josh Baldwin) Appreciation for the improved responses being published in Fastrack
Thank you for your input.
3. #1435 (Andy Bettencourt) ITAC member requirements
Thank you for your input. It will be considered as new appointments are made to advisory committees.
4. #1716 (Gregg Hangge) Group Racing Etiquette
The CRB was asked to comment on whether drivers in different classes should be racing for overall position at the cost of interfering with the other drivers' ability to race within their class. The CRB would like to remind all drivers that they should respect the other classes racing within their group and whenever possible, not interfere in their competition.
5. #1731 (Al Wicht) TT experience for Novice Permit
The Time Trial Administrative Council and the Divisional Licensing Administrators are working on a proposal to address TT track time applied to Novice permit requirements. Your suggestions will be considered.

6. #1770 (Douglas Ogrin) Opposition to #1268, Runoffs supps: fuel
Thank you for your input. The current Runoffs fuel requirements are a reflection of our ability to enforce fuel compliance at this event.

FORMULA

F500

1. #1822 (Jim Murphy) Spec Fuel for F500
Thank you for your input. The rules are adequate as written. Please refer to GCR 9.3.2.6.A. It is already allowed to run the fuel requested.

FF

1. #1782 (Bruce Lindstrand) Concern about the Fit Engine Restrictor Change
Thank you for your input on the FF Fit engine restrictor. The recent increase in the restrictor will reduce the performance gap to the Kent without making the Fit engine an over dog in the class. Please also refer to Bob Dowie's letter in the March Fastrack. The CRB is being very careful with regard to the Fit restrictor. Any suggestion that competitors have been "sandbagging" in Fit engine cars is not borne out by our direct observations and examination of onboard data system outputs.
2. #1802 (Peter Klein) Fit motor restrictor question
The increase from 27.5mm to 29.0mm makes approximately a 6 bhp difference.

GRAND TOURING

GTL

1. #1771 (Jesse Prather) Dyno sheets for rotary in GTL
Thank you for the additional information. Adjustments will be considered as part of the overall reexamination of GTL in progress for 2011.

IMPROVED TOURING

1. #1450 and others (Multiple) Crank trigger ignition inputs
The CRB thanks all who wrote on this topic for your input. No change to the sensor allowance will be recommended at this time.
2. #1670 (Josh Baldwin) Support for "The Process" V2
Thank you for your input.
3. #1703 (Peter Davis) Regarding IT request for member input (drift toward Production)
Thank you for your input. We will carefully deliberate all rule change requests.
4. #1509 (Chuck Baader) Comments per June Fastrack Request
Thank you for your input. See letter #1450. The engine mount allowance has been previously addressed.

SPEC MIATA

1. #161 (Rob Burgoon) Please provide a solution to bump steer problem
Track width and suspension components have been addressed in a recommended rule changes.
2. #448 (Rob Burgoon) New Rules Contradict Service Manual
The rule is correct as written.
3. #1309 (Bruce Wilson) SM Compliance program
The CRB thanks all who responded on this topic. Please see letter #1225.
4. #1409/#1566 (David Dewhurst/George Munson) Free Up Some 1.6 Torque
Thank you for your input. We will continue to monitor the situation.
5. #1444 (James Rogerson) Comment on proposed rule change to hard top mount
Thank you for your input.
6. #1487 (Daniel Mairani) Reduce weight of (90-93) by 25 lbs
See letter #2094 in the August Tech Bulletin.

RESUMES

None.

CLUB RACING TECHNICAL BULLETIN

DATE: July 20, 2010

NUMBER: TB 10-08

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 8/1/10 unless otherwise noted.

GCR

1. #1626 (Terry Ozment) Change in licensing section to reflect intent of medical reciprocity
Change Appendix C.2.8.B from "~~Licenses listed in 3.1.5.C. will be accepted as equivalent to SCCA event and medical requirements for the purpose of issuing an SCCA Regional License.~~" to "*Licenses listed in 3.1.5.C. will be accepted as equivalent to a SCCA regional competition license at SCCA regional events if the requirements of Appendix C.2.1 are met.*"
2. #1955 (CRB) Correct Appendix C.2.7.E.3
Correct Appendix C.2.7.E.3 to read: "The CS of an SCCA Drivers' School may accept 4 **2** private schools in lieu of both SCCA schools."
3. #1986 (Dennis Troemel) Correct seatbelt SFI certification numbers
Correct 9.3.19.A and 9.3.19.B as follows: [Note: required standards are given in 9.3.19.G.]

"A. A 5 point system, for use in automobiles where the driver is seated in an upright position, consists of:

- A **2 or 3** inch seat belt ~~or an FIA or SFI 16.5 certified two-inch seat belt.~~
- ~~An 2 approximately 3 inch shoulder harnesses; or FIA or SFI 16.5 certified 2 inch shoulder harnesses~~ *may be used* only if the **a** HANS® device is used *worn* by the driver. ~~Should the driver, at anytime not utilize the HANS® device, then 3 inch shoulder harnesses are required.~~
- An approximately 2 inch anti submarine strap.

A 5 point harness is considered a minimum restraint system. 6 or 7 point systems are highly recommended in all cars including automobiles where the driver is seated in an upright position.

B. A 6 or 7 point system, recommended for use in all automobiles, consists of:

- A **2 or 3** inch seat belt ~~or an FIA or SFI 16.5 certified two-inch seat belt.~~
- ~~An 2 approximately 3 inch shoulder harnesses; or FIA or SFI 16.5 certified 2 inch shoulder harnesses~~ *may be used* only if the **a** HANS® device is used *worn* by the driver. ~~Should the driver, at anytime not utilize the HANS® device, then 3 inch shoulder harnesses are required.~~
- 2 or 3 approximately 2 inch leg or anti submarine straps."

4. #2142 (CRB) Exception for Novice Permit applicants without driver license
In Appendix C.2.7.A, add at the end: "*A Novice Permit applicant who does not meet the requirement of Appendix C.2.5.B.3 may apply to the Divisional Driver Licensing Administrator as in Appendix C.2.6.A.*"

Formula

None.

Grand Touring

GT2

1. #2117 (CRB) Requirements for Panoz GTS
In 9.1.2, GT2, Panoz engine, add to Notes: "Engine seals are no longer being installed; engines must comply with Panoz GTS engine requirements available at <http://www.scca.com/contentpage.aspx?content=74>."

GT3

1. #2070 (CRB) Correct Stroke and Weight of Toyota 2RZ engine
In 9.1.2, GT3, Toyota engines, last entry, add engine family name "**2RZ**" and correct the stroke from ~~89mm~~ to **86mm**.

Change weight from 2270 to **2195**.

Improved Touring

ITA

- #1204 (Matthew Green) Omissions in specifications
In 9.1.3, ITA, Chrysler Neon SOHC (2&4 door) (incl. ACR) (95-99) and Chrysler Neon DOHC (2 & 4 door) (incl. ACR) (95-99), add to existing entries: Gear ratios: 3.54, 2.12, 1.36, 1.03, .72; Brakes (F) 240mm disc, (R) 200mm drum.

ITB

- #1278 (Charles O'Toole) Change to 9.1.3.C Clarify Intent of update / backdate allowance
Although the first part of the update/backdate allowance does allow for swapping parts with anything on the same spec line, it specifically does not allow for "making a model that never existed." Your example does have significant differences between multiple models on the line, so they will be split.

In 9.1.3, ITB, '92-'95 Civic DX in ITB, list the 3-door hatchback on a separate line from the 2-door and 4-door models.

Super Touring

- #1835 (Marc Hoover) rule changes / rule change season
The CRB rescinds Super Touring Item 2. Letter #1238, clarification of 9.1.4.E.4 as it appeared in the June Fastrack. [Competitors should note that the wording of this item appears in the proposed new Super Touring rules that appear in this Fastrack in the CRB Minutes and, if approved, would become effective 1/1/2011.]
- #2060 (CRB) Correct Tire for World Challenge Cars
In 9.1.4.B, delete the last two sentences of the second bullet item: "All cars racing with a World Challenge VTS sheet must compete on the specified World Challenge spec tire. Maximum tire size is 305/35 for STO and 235/40 for STU."

Production

- #1602 (CRB) Shock Mounts
In 9.1.5.E.5.d.2, second sentence, clarify as follows: "Shock absorbers must be installed *and attached* in the stock location using the stock system of attachment. *The manner of attachment of the shock absorber is unrestricted and the upper attachment point may be raised along the axis of the stock shock.*"

HP

- #1281 (Jerold Larson) 13X7 wheels request for level 1 Nissan 210/B210
In 9.1.5, HP, Nissan/Datsun 210 1.4 and Nissan/Datsun B-210 1.4, change wheel size from ~~13x6~~ to **13X7**.
- #1760 (Larry Frankenstein) Fiat 850 reinstatement
In 9.1.5, HP, reinstate the Fiat 850 per 2007 GCR specs with the following updates: increase exhaust valve size to 27.0mm; add to Notes: Valve cover (Scuderia # 01-11) permitted for PBS head.

HP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Stroke mm.(in.)	Displ. cc./ (ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/(in.)
<i>Fiat Spider & Racer (-1973)</i>	<i>1</i>	<i>1477</i>	<i>4 Cyl. OHV</i>	<i>2.56 x 2.50 2.56 x 2.68</i>	<i>843 903</i>	<i>Iron</i>	<i>Alum</i>	<i>(I) 1.146 (E) 1.028</i>	<i>(1) 30 DICA, (1) Weber 4226434 (30/30), (1) 34 DMSA, (1) 32/36 DG Series</i>	<i>79.8</i>	<i>49.5 / 51.6</i>

HP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/ (in.)	Notes:
<i>Fiat Spider & Racer (-1973)</i>	<i>13 x 6.5</i>	<i>4</i>	<i>(F) 8.9 Disc (R) 7.3 Drum</i>	<i>9.25 Disc Girling Calipers 82346805</i>	<i>Aux. radiator mounted behind front spoiler w/ no mods to original bodywork. PBS 8-Port head (part # 850-8-P), Valves: (I) 31.0mm, (E) 27.0mm, Intake manifold (Part #850-8-PM) is required with alternate head. Carburetion (2) 40 DCOE w/ 28mm chokes, weight: 1527 lb. Alternate steering box or rack & pinion steering permitted. Fuel cell may be located in front trunk. Valve cover (Scuderia # 01-11) permitted for PBS head.</i>

American Sedan

None.

Showroom Stock

1. #1954 (CRB) Correct heading in June CRB Minutes
In the June CRB Minutes (July Fastrack), a heading in the "Not approved by the CRB" section was mistakenly shown as "~~Improved Touring~~" (second instance, below American Sedan section); this should have been "*Showroom Stock*".

SSB

1. #2120 (CRB) BMW Z4 competition adjustment
In 9.1.7, SSB, BMW Z4 2.5L (03-05), change weight from ~~3125~~ to *3195*.
2. #2121 (CRB) Honda Civic Si (06-09) competition adjustment
In 9.1.7, SSB, Honda Civic Si (06-09), change weight from ~~3050~~ to *3075*.
3. #1810 (Stan Czacki) Suspension Package request
In 9.1.7, SSB, Chevrolet Camaro V-6 (96-02), add to Notes: "*Koni Shocks, 8241-1139 (F) and 8241-1140 (R) permitted.*"
[The other requests are outside current class philosophy.]

Spec Miata

1. #854 (Harry Manning) Review new SM engine component weights
Correct the following Spec Miata items:
In 9.1.8.C.1.e, 99-00 and 91-05, change the piston and pin weight entries: ~~290.0~~ *288.0* and ~~80.0~~ *78.0*.
2. #2094 (CRB) Competition adjustments
In 9.1.8, Specification Table, (90-93), change weight from ~~2285~~ to *2275*; (94-97), change weight from ~~2375~~ to *2400*; (94-97), change restrictor size from ~~45mm~~ to *47mm*.
3. #1757 (Shaikh Ahmad) Coil-over kit clarification
In 9.1.8.C.4.a.3, add the following: "*The sleeves and perches may be replaced with parts of the same material and dimensions.*"

Sports Racing

None.

Touring

ST

1. #2143 (CRB) Update model years of Ferrari Challenge cars
In 9.1.10, ST, Ferrari 430 Challenge (06-07), change model years to (06-*09*).



Road America Held Under 2010 GENERAL COMPETITION RULES

SANCTION # IDC-10-S PLEASE PRINT CLEARLY

This information will be printed in the Driver Manual, Entry list and Tech Card.

ONLINE REGISTRATION AVAILABLE AT WWW.SCCA.COM

- 1. Enclose entry fee of \$460 payable to SCCA Inc.; check, money order, Visa/Mastercard/Discover accepted. Entry fee includes a \$10 processing fee
2. Mail entry form and fee to SCCA Runoffs, Attn: Club Racing, PO Box 1833, Topeka, KS 66601 or FAX (785) 232-7214. Faxed entries accepted with credit cards only. Online entries accepted with credit card only.
3. Entry must be officially postmarked, faxed or completed online no later than the DEADLINE date of Aug. 27, 2010.
4. Entry fee will be refunded if your entry is not accepted or if you withdraw in writing by Sept. 7, 2010. If you withdraw Sept. 8-Sept. 26. your entry fee minus \$175 will be refunded. No refunds will be issued after Sept. 26.
5. Entry fee for entries postmarked after Aug. 28 is \$660 (incl. \$10 processing fee. *ENTRIES WILL NOT BE ACCEPTED PRIOR TO JULY 20, 2010*

DRIVER: _____ License #: _____ Exp Date: _____ Region: _____

Address: _____ City, State, Zip: _____

Phone: Home () _____ Cell () _____ Email: _____ Shirt Size: _____

CAR CLASS: _____ Number Preference: 1: _____ 2: _____ 3: _____ First time to the Runoffs? Yes [] No []
Assigned in order received. #1 is reserved for defending National Champion

Sponsor (Limited to 35 characters including spaces/punctuation): _____

ALL CLASS SPECIFIC INFORMATION IN THIS SECTION MUST BE FILLED OUT PER SUPPLEMENTAL REGULATIONS 1.4. INCOMPLETE ENTRIES ARE INVALID AND WILL BE RETURNED.

Car Make: _____ Model: _____ Year: _____ Color: _____

Transponder: _____ Logbook: _____ Official Weight: _____ Displacement: _____

Spec Page: _____ VIN #(SS/T/SM): _____ Homologation (F/SR): _____

GCR Track(F&R) (SS/P/GT): _____ Alternate Heads (GT1/FC/S2): Yes [] No [] Wheel Width (GT1): 10" [] 12-13" []

Wheel Size (GTL): 13" [] 14-15" [] IRS Penalty (GT2, 3, L): Yes [] No [] Fuel Injection (CSR/FA): Yes [] No []

Drivetrain (DSR): Chain or Belt [] Other [] Engine Make (CSR/DSR/FA/FF/F500): _____

Transmission:

GT1: Prod based 4 spd [] Sequential [] Neither [] GT2, 3, L: Sequential [] Synchronesh [] Neither []

Prod: Stock [] Stock-Type [] Non Stock-Type [] FA/STO/STU: Sequential [] Non-Sequential []

Modified Suspension Pickup Points (STO/STU): Front [] Rear [] Neither [] Brake Rotor >355mm (STO): Yes [] No []

Drive Configuration (STO/STU) Check all that apply: Live Axle RWD [] FWD [] FWD with Struts [] Other []

ENTRANT: _____ Membership #: _____ Exp Date: _____

(ENTRANT MUST BE DIFFERENT FROM DRIVER & MUST BE A SCCA MEMBER.)

CREW: Only Driver/Entrant may add/change crew. Overcrew passes will be available at the track. DO NOT LIST YOUR ENTRANT ABOVE AS CREW!

Free _____ Free _____ Free _____

EMERGENCY CONTACT: _____ Phone #: _____ This person is at track? []

PAYMENT Check/Money Order # _____ Visa/Mastercard: _____ Exp _____

DRIVER BIO Please feel free to submit a media kit/press clippings with your entry or drop them off during the event at the Media Center in the Race Control Bldg.

Date of Birth _____ Age _____ Hometown (City you want listed on results) _____ Division _____

Occupation _____ Single [] Married [] Spouse's Name _____

Children's Names and Ages _____ Head Mechanic/Crew (if applicable) _____

RACING HISTORY Please be specific.

When & how began racing _____

Other racing experience (i.e. Karts, Circle Track, AMA, Pro Racing) _____

Any series championships won (year/class/type/series) _____

Current track records held (include year, set, class) _____

Best Runoffs finish (pos/class/year) _____

Top-Six Runoffs finishes _____ Top-Ten Runoffs finishes _____

Unusual happenings during 2010 season _____

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It's agreed and understood that the undersigned driver and the car described above will appear at the above described race meet if the entry is accepted by the SCCA. The undersigned agree to compete under and be bound by the SCCA General Competition Rules and the Supplementary Regulations and certify that automobiles entered comply with provisions of the GCR. All participants must sign release agreements at registration.

I am a member in good standing of the SCCA and my Region and hold a valid SCCA National Competition License.

I am a member in good standing of the SCCA and my Region.

Driver's Signature

Entrant's Signature

CLUB RACING COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

GREG PIZZO vs. SOM COA Ref. No. COA 10-05-NP

June 10, 2010

FACTS IN BRIEF

On May 2, 2010 at the Double Regional at Laguna Seca, a Request for Action (RFA) was filed by Barbara McClellan (ACS Tech) requesting review of Greg Pizzo (FC #49) for over-driving under a double yellow flag condition at Start/Finish when the pace car was released. The Stewards of the Meeting (SOM), Ed Gaines, Bob Hatcher, Skip Yocom and Gary Meeker (Chairman) met, reviewed the evidence, and heard testimony regarding the incident. The SOM concluded that Mr. Pizzo was guilty of GCR 2.1.4. (Dangerous Driving) and issued him a Reprimand and assessed one (1) penalty point against his competition license. Mr. Pizzo appealed the SOM decision.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Marr, Rick Mitchell and Michael West, Chairman, met on June 3 and June 10, 2010 to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal and video from Mr. Pizzo, received 5/21/2010.
2. Official Observers Report and related documents, received 5/24/2010.
3. Emails from Dick Templeton (Chief Steward) dated 5/24/2010.
4. Email from Barbara McClellan dated 6/3/2010.
5. Email from Gary Meeker, Chairman of the SOM, dated 6/4/2010.

FINDINGS

Mr. Pizzo stated he experienced difficulty in filing his appeal electronically. As a result, his appeal was received late. The COA reviewed his efforts; information supplied by the Club Racing Office, determined his appeal to be timely, and heard it.

The First Court based its decision on testimony from the operating steward and the emergency dispatcher, and Mr. Pizzo's testimony. Mr. Pizzo stated that he saw the double yellow flag condition at turn 10 but didn't "feel he needed to slow for double yellows until he actually encountered the safety car". Also, the First Court advised that Mr. Pizzo stated he was not aware that as the lead car he had responsibility for "pacing the field at a safe speed" under double yellow flag conditions in case the safety car was not dispatched.

The COA thoroughly reviewed video evidence supplied by Mr. Pizzo that was not available to the First Court. Mr. Pizzo stated the video showed he slowed significantly when he saw the safety car on the Start/Finish straight. He also stated he was under "full control of the car at all times and didn't pose a threat of safety to anyone". The video showed the COA that Mr. Pizzo continued at race speed after seeing the double yellow flag at turn 10, through exiting turn 11, and onto the front straight. Upon entering the front straight, he encountered emergency vehicles in front of him but only slowed when he saw the safety car entering the track at the Start/Finish line. He also stated he was surprised to see the safety car enter at Start/Finish. He expected it to be further down stream before he would have to slow.

The Court finds that the SOM ruled in accordance with [GCR 2.1.4. \(Dangerous Driving\)](#) and [GCR 6.1.1.B.](#) which states: A driver may encounter several flags before reaching the emergency area. The requirements are still the same: SLOW DOWN, NO PASSING.

DECISION

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

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Dan Sowinski vs. SOM COA Ref. No. 10-06-CN

June 18, 2010

FACTS IN BRIEF

On May 22, 2010 at the Double National at Road America, Bruce Livermore, #37 FV, filed a protest against Dan Sowinski, #30 F500, for violation of GCR 6.11.1.D. (Responsibility of an overtaken driver to not impede or block) for contact made as the #37 car was overtaking the #30 car. The Stewards of the Meeting (SOM) Fred Cummings, Bev Heilicher, Ron Tambourine and Kevin Coulter, Chairman, met, reviewed the evidence, and heard testimony regarding the incident. The SOM upheld the protest, and issued Mr. Sowinski a two race probation which assessed 3 penalty points against his competition license. Mr. Sowinski appealed the SOM decision.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Steve Harris, Jack Marr, and Michael West, Chairman, met on June 10 and 17, 2010 to review, hear, and render a decision on the appeal. Jack Hanifan, regular member of the Court, was out of the country and unavailable for the hearings.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Mr. Sowinski, received 6/2/2010.
2. Official Observers Report and related documents, received 6/10/2010.
3. SOM Response to Appeal Letter, dated 6/10/2010.

FINDINGS

In his appeal, Mr. Sowinski offered no new evidence or information that was germane to his case. Following review of all of the witness statements and documentation, the COA finds insufficient evidence to overturn the decision of the SOM.

DECISION

The Court of Appeals upholds the decision of the SOM. Mr. Sowinski's appeal is deemed not well-founded and his appeal fee will be retained by SCCA.

Appellants are reminded that the Court of Appeals normally requires new evidence that was not available to the First Court as a basis for a well-founded appeal. Procedural errors by the First Court may also form a well-founded appeal. Simply asking for a second opinion without basis is not well-founded.

CLUB RACING COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

**Michael Collins vs. SOM COA Ref. No. 10-07-NE
June 24, 2010**

PRIOR PROCEEDINGS AND FACTS IN BRIEF

On June 6, 2010, following the Group 4 race at the "MARRS 4" Regional held at Summit Point Raceway, Ken Zalner, driver of Spec Miata # 73, protested Michael Collins, driver of Spec Miata #75, alleging violation of GCR 6.11.1.A. (Avoiding physical contact) and 6.11.1.D. (Responsibility of an overtaken driver to not impede or block). In addition, Michael Collins protested Ken Zalner alleging violation of 6.11.1.A, B, C, & D. (Driver Conduct). The Stewards of the Meeting (SOM) Dennis Dean, Tom Hoffman, Fred Brinkel (SIT), and Gene Kern, Jr., Chairman, met and heard both protests concurrently. The SOM interviewed witnesses, reviewed video evidence, and ruled that Mr. Zalner's actions did not violate GCR 6.11.1. and disallowed Mr. Collins' protest. The SOM ruled that Mr. Collins' actions were in violation of GCR 6.11.1.D. and upheld Mr. Zalner's protest. Mr. Collins was disqualified from the event and placed on probation for two (2) events. Four (4) penalty points were assessed against Mr. Collins' competition license. Mr. Collins appealed the decision.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Hanifan, Jack Marr, and Michael West, Chairman, met on June 24, 2010 to hear, review, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal from Michael Collins received June 14, 2010.
2. Official Observer's Report and related documents received June 21, 2010.

3. Statement from John Nesbitt, MARRS SM Series Steward, received June 15, 2010.
4. Email from Ken Zalner, received June 22, 2010.

FINDINGS

In his appeal, Mr. Collins states that the video evidence he provided to the Court shows Mr. Zalner entered the corner off the normal racing line in an effort to keep Mr. Collins from passing and thus failed to leave racing room in violation of 6.11.1. A, B, C, and D. The Court of Appeals reviewed eleven (11) witness statements and the video evidence viewed by the SOM. The Court also reviewed the video submitted by Mr. Collins with his appeal. The Court determined the evidence does not support Mr. Collins' allegation that Mr. Zalner improperly impeded Mr. Collins' passing attempt.

The Court notes that Mr. Collins was aware that video evidence was reviewed by the SOM, but he was not provided with information on the source. The COA determined the video Mr. Collins provided was seen and used by the SOM in arriving at their decision. Although Mr. Collins provided evidence used by the SOM, his submission of video evidence was determined to be a good faith effort to provide the Court with new and material evidence.

DECISION

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

CLUB RACING COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Arthur E. Smith vs. Compliance Review Committee
COA 10-RI-01
July 12, 2010

PRIOR PROCEEDINGS AND FACTS IN BRIEF

On April 15, 2010, Arthur E. Smith requested a Rules Interpretation (RI) under the 2010 GCR Paragraph 8.1.4. (Compliance Review) and FCS Paragraph 9.1.1.D.2.e. (FF Cortina engine pistons). He specifically asked for a determination of the legality of a FF Cortina piston that meets all the specified parameters of the referenced GCR paragraph, but is not a Ford factory supplied part. On June 5, 2010, the Compliance Review Committee issued a judgment that only Ford factory pistons were authorized for use in the Cortina engine. In accordance with GCR 8.1.4. (Compliance Review), the judgment is automatically submitted to the Court of Appeals for review.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Marr, Rick Mitchell, and Michael West, Chairman, met on June 24, 2010 and June 30, 2010 to hear, review, and render a decision on the appeal. Jack Hanifan, regular member of the Court, was out of the country and unavailable for the hearings.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Email from Art Smith received on June 14, 2010.
2. Email from Dave Gomberg, Club Racing Board, received on June 30, 2010.

FINDINGS

On April 26, 2010, following Mr. Smith's request for a ruling, Club Racing Board (CRB) Chairman, Bob Dowie, submitted a statement to the National Chairman of the Stewards indicating that the CRB would submit a rules change to the Board of Directors (BOD) to clarify the section on pistons for the Formula F Cortina engine. The Compliance Review Committee, appointed by the Chairman of the Stewards, was asked to put its proceedings on hold pending the CRB action. On June 4, 2010 the Compliance Review Committee was requested by the Chairman of the Stewards to proceed with its hearing and reach an expeditious decision. A ruling was rendered on June 24, 2010. Although the GCR mandates automatic review by the Court of Appeals, Mr. Smith also submitted a statement to the Court via email asking for review and approval of his original request.

The GCR defines specifications for three Formula F (FF) engines: the Ford Kent engine, the Ford Cortina engine, and the Honda Fit engine. GCR paragraph 9.1.1.b. states that "*Formula F is a Restricted Class. Therefore, any allowable modifications, changes, or additions are as stated herein.*" For the Kent engine the GCR lists alternate pistons by part number and manufacturer,

as well as details on the piston dimensions and weights. For the Cortina engine, authorized pistons are referenced as standard, "0.015 inch oversize," and "0.030 inch oversize." Dimensions and weights are also clearly listed. No alternate manufacturers or part numbers are listed in the Cortina piston section.

Mr. Smith asserted that Ford never provided a Cortina engine with 0.030 inch oversize pistons and, therefore, the GCR did not limit his ability to use pistons from a non-factory source as long as the part complied with all dimensions stated in the GCR.

Because of Mr. Smith's assertion regarding the 0.030 inch oversize piston, the Court requested assistance from the Club Racing Board and SCCA's Technical Staff. The Court also obtained expert testimony from the Board of Directors' Special Technical Liaison to the Court of Appeals and a nationally recognized Formula F engine builder.

Following exhaustive research, SCCA's Technical Staff in association with the CRB, provided the Court with Formula F GCR specifications from 1969, 1970, and 1971. The Court understands these were the formative years for the class. This historical data was central to determining if Mr. Smith's assertion regarding oversize Ford Factory pistons was accurate or not. These historical documents also provided context for the 2010 GCR's wording regarding the restrictive nature of the Formula F preparation rules.

The 1970 GCR states in section 7.2.A.: "The engine shall be standard Ford Cortina 'crossflow' and may not be altered, modified, or changed in any respect unless specifically authorized herein." In addition, Section 7.2.E. in the 1970 GCR lists a 0.030 inch oversize piston with part numbers 2737E-6102 or 2737E6102AE.

First, the language limiting modifications to Formula F engines has not changed substantially over the years. Preparation rules for the class have always been and continue to be very restrictive by design. Second, the 1970 GCR clearly states Ford of England offered 0.030 inch oversize pistons for the Cortina engine through their factory supply chain.

Based on the restrictive preparation rules set forth in the 2010 GCR, and that a Ford factory supplied 0.030 inch oversize piston was available even though the 2010 GCR does not list the part number, the Court does not agree with Mr. Smith's position that the GCR's wording permits use of pistons from a non-factory source. Any piston used in the Ford Cortina 1600 'crossflow' engine other than pistons supplied by Ford are non-compliant.

DECISION

The Court of Appeals upholds the Review Committee ruling that non-factory pistons are non-compliant for the Cortina engine.

The CRB advised the Court that it is receptive to member recommendations for a change in the rule to allow alternate manufacturer, dimensionally equivalent pistons. All requests will be subject to full assessment by the CRB, including obtaining member input.

SOLO EVENTS BOARD

SOLO EVENTS BOARD MINUTES | June 11-13, 2010

The Solo Events Board met in Kansas City June 11-13. Attending were SEB members Tina Reeves, Dave Feighner, Mike Simanyi, Steve Hudson, Erik Strelnieks, and Bryan Nemy; Dick Patullo of the BOD; Howard Duncan, Doug Gill and Brian Harmer of the National Staff. These minutes are presented in topical order rather than the order discussed.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2011.

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

GENERAL

- The SEB has an anticipated opening for a new member. Individuals interested in applying for this position should submit their qualifications in writing to the BOD and to the SEB via www.sebscca.com.
- Nominations are requested for the Solo Driver of Eminence and Solo Cup awards. These should be sent to the SEB via www.sebscca.com.
- The following administrative rule change proposals are published here for member comment:

- Revise section V.E in Appendix E as follows:

V.E.

"Effective 1/1/09, following an initial one year licensing as a SSS, the SCCA Central Licensing Department shall issue a renewal application every three years, pending completion of the appropriate number of events and continuing education as a Solo Safety Steward. All requests for such renewals shall be made by submitting a renewal application with the appropriate number of events recorded in the application and signature of the SSSI who presented the continuing education seminar. During each three year licensing period, the SSS must participate in one (1) continuing education seminar and serve as a SSS at five (5) events. The DSS shall be responsible for confirmation of participation in the continuing education process. The renewal date is the same as membership renewal.

Effective 1/1/11, all SSS must complete the requirements for 3 year licensing not later than 2 years after initial licensing."

Also add to the end of V.F as follows:

"Continuing education requirements for SSSI may be satisfied by attending a SSS seminar conducted by another instructor or conducting one seminar each year."

- Delete 3.3.3.A.3 (Rule book requirement for Annual Tech).
- Change 7.9.1 to read as follows:

"A clearly-visible line around its base will mark the location of each pylon. The inner edge of the line will be used to describe the outer edge of the pylon base as accurately as possible and this inner edge will be the penalty limit. If the pylon is upset or totally displaced outside the penalty limit, two seconds will be assessed. At Regional events, local methods for locating pylons may be used. The diagram provided herein should help clarify situations in which penalties should and should not be assessed. <updated diagram>
- Change the second sentence of 2.3.B to read as follows:

"Any series of three or more course markers which are generally in a line..."
- Change the first sentence of 7.9.3 to read as follows:

"A 'DNF', or a time penalty if so specified in the supplementary regulations, shall be charged for any uncorrected deviation from the course, for failing to directly follow the correct course route from the stage line through the timing start line, or for unnecessarily delaying the event."
- Change the second sentence of 7.9.2 to read as follows:

"If the competitor stops, he or she must proceed off course and will then be granted a rerun."

Also move the second paragraph of 7.9.2 to become a new third paragraph of 7.4, and reword its second sentence to read as follows:

"Failure to exit the remainder of the course at an appropriately reduced speed (generally 70-80% of competition speed) will result in a DNF for that run. It is important to clear the course in a timely manner in order to avoid

impeding the progress of the car following, and to ensure the event remains on schedule.”

Also change the first sentence of 7.4 to read as follows:

“Reruns will be granted only for timing failure, object on the course, *or red flag*, and will not be given because of mechanical or other failure of the competitor’s car.”

- The previously published proposal to change Section 4.9 has been withdrawn. In its place, the SEB is proposing to either take no action regarding this section, or do **one** of the following, effective 1/1/2012:
 - Remove 4.9 completely. Competitors should note that this does not prevent the SEB from following normal processes to adjust, consolidate, restructure, or eliminate classes; Section 4.9 provides a set of conditions under which they are required to consider action, but it does not constrain them from considering action under other circumstances.

OR

- Revise 4.9 to read as follows:

“If a class fails to field a combined total (Open and Ladies’) of at least seventeen (17) entrants for three consecutive years at the Solo National Championship, then for the following year that class will be *reviewed for action by the SEB*. Changes to be considered may include, but are not limited to:

- a) competition adjustments (for example, weights and/or wheel sizes), if applicable within the affected category
- b) *addition of new makes/models*
- c) *consolidation with another class or a portion thereof*
- d) restructuring
- e) elimination

This is not intended as the only criterion for class adjustments, additions, consolidation, restructuring, or elimination; the SEB may pursue such actions as deemed necessary to address participation problems. The SEB may take into account participation levels at other events such as National Tours when making decisions regarding the need for changes.”

SAFETY

- The SSF and cornering speed information currently contained in Appendix E is to be moved to a new Appendix J, Reference Information. Subsequent Appendices will be re-lettered accordingly.
- Competitors are reminded that they cannot use any form of upper body restraints (including Turner belts) if the top of the driver’s helmet is above the top of the roll bar (see 3.3.1).

TIRE RACK SOLO NATIONALS

- Competitors in Modified classes should be prepared for the possibility of being weighed after their first and second runs, as well as after their third runs.

STREET TOURING

- Per the STAC, the following corrected version of the previously-published tire rule proposal is provided here for member review:

- Change 14.3 to read as follows:

“14.3 TIRES

Tires must meet the eligibility requirements of the Stock category, with the following additional restrictions:

- A. *Tires must be mass-produced standard production tires, designed for normal highway use on passenger cars. Low volume and/or specialty tires will be specifically excluded below.*
- B. Tires may have section widths up to and including the following:

- ST, STS, STR (AWD) – 225 mm
- STX (AWD), STU (AWD) – 245 mm
- STR (2WD) - 255 mm
- STX (2WD) – 265 mm
- STU (2WD). – 285 mm

- C. Tires must have a minimum UTQG tread wear rating of 140 *and a minimum molded tread depth of greater than 7/32", as manufactured.*
- D. Tire models must not appear on the following list, which may be altered at any time by the SEB upon notification of the membership.

Pirelli P Zero Corsa "

Note: the previous exception in 14.3 regarding "excluding 13.3.F" has been removed. Each tire model must be sold in at least four rim diameters with a total of at least six sizes.

- The SEB and STAC are considering whether the treadwear rating minimum in 14.3 should be 180 or 140. Discussions are ongoing and member input regarding this aspect is requested.

STREET PREPARED

- The SPAC and SEB are still seeking member feedback on the proposed reclassification of the Mitsubishi Evo from BSP to ASP.
- The SPAC has issued the following correction to their previously-published list of proposed reclassifications:
 - The BSP Datsun/Nissan listings for the 280ZX and 300ZX variants should read as follows:

Datsun/Nissan

280ZX, 280ZX Turbo (79-83)
300ZX, 300ZX Turbo (84-89)
300ZX, 300ZX Turbo (90-96)

- The following rule change proposal is published here for member comment:
 - Change 15.10.P to read as follows:

"P. Any metal clutch assembly, metal flywheel or metal torque converter that uses the standard attachment to the crankshaft may be used. Non-metallic friction surfaces (e.g. clutch disks) are permitted. Dowel pins may be added. Any hydraulic clutch line may be used. *Replacement or substitution* of the slave cylinder is permitted, but does not allow non-original methods of clutch actuation (e.g. pull type versus push type)." (ref. #1426)

MODIFIED

- The following rule change proposals have been recommended by the MAC and are published here for member comment:
 - Add to Appendix A, Modified Class F, Section C.2.s (Solo Vee allowances) as follows:

"A device for locking out reverse gear may be used." (ref. #1386)
 - In Appendix A, Modified Class C, change item B under "Exceptions to the GCR..." to read as follows:

"B. For S2000 minimum weight with driver is as follows:
1280 lbs. for cast iron head and no cam change
1305 lbs. for aluminum head OR cam change"

KART / FJR

- The SEB has approved for implementation, effective immediately, the previously-published changes which add 10 lbs. across all of FJA, and reduce the weight for the Comer K80 (19.2.A.2.b.3) to 235 lbs. See the May Fastrack for details.

NOT RECOMMENDED

- Change to 2011 V6 Mustang classing in Stock (ref. #1440)
- Aftermarket axles in SP (ref. #1279)
- E85 prohibition (ref. #1546) Comment: This change would not be consistent with the SP fuel allowances. E85 is a readily available pump fuel.
- ST Toyo R1R tires (ref. #1342) Comment: Tires used in ST are monitored for appropriateness for the category and may be added to the exclusion list (14.3.C) at any time.
- Coil spring sliders in SP (ref. #1416) Per the SPAC, use of this device is not compliant with SP allowances. There are ways to accomplish this within the current rules such as helper springs, shortening shocks.

TECH BULLETINS

1. General: The clarification regarding Scott Russell linkages in Appendix F under General items is corrected to read as follows: "A Scott Russell linkage is a locating device similar to a panhard rod or a Watts linkage, which generally accompanies a solid axle rear suspension." (ref. #1414)
2. General: The section header for 1.5, SUPPLEMENTARY REGULATIONS, should not be underlined.
3. Stock: Regarding the removal of interior rear luggage covers and/or rear seat backs, the configurations specifically described in the Owner's Manual are permitted (ref. #1413, 1745).
4. Stock: Section 13.2.A specifically cites lights as a comfort and convenience item. Alternate lights are thus permitted, provided they meet the requirements of providing no performance advantage and no reduction in weight (ref. #1753)
5. Street Touring: Information regarding catalytic converter types and EPA labeling, as referenced in 14.10.E, can be found on the EPA's web site in this document: "What you need to know about using, installing, or buying aftermarket catalytic converters" at <http://www.epa.gov/otaq/cert/factshts/catcvrts.pdf>. In addition, California has recently moved to CARB certification for aftermarket cats, so a CARB "EO" number also meets the EPA labeling requirements (ref. #1439)
6. Street Touring: Section 14.10.D stipulates that downpipes may be replaced with alternate units that are emissions legal. A divorced downpipe does not directly alter the internal wastegate bypass function, rather it alters the flow after the valve and indirectly diverts less exhaust gas through the valve. 14.10.F states that the increased boost pressure is permitted from this function.
7. Modified: Add to the Appendix A, Modified Class C, the list of approved manufacturers for S2000:
"Shannon" (ref. 10-189)

RALLYCROSS BOARD

RXB MINUTES | June 14, 2010

The RallyCross Board (RXB) met via conference call June 14. Attending were Bob Ricker, Chairman, Tom Nelson, Mark Utecht, Brent Blakely, and Karl Sealander. Also in attendance was Dick Patullo from the Board of Directors and Pego Mack from the National Office.

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

Chairman Ricker called the meeting to order at 8:06pm CDT.

Committee Reports

1. RallyCross Safety Committee (Tom Nelson): Tom Nelson reported that he has narrowed his search for an additional Safety Committee member and hopes to present that candidate for approval by the RXB at the next meeting. The RXB also discussed safety aspects of the recent Eastern States Championship. Pego Mack reported that the event went smoothly and that it was a well-organized event.
2. RallyCross Rules Committee (Mark Utecht): Mark Utecht reported that the redrafted 2011 RallyCross Rules have been reposted on the forums and are receiving many comments. He urged the RXB to read and follow the forum discussion to be ready to vote on the final version in the August meeting.

Old Business

1. Annual RallyCross Award: Brent Blakely reported that he has one final contact to make in his research into the history of RallyCross. He said that an award could be presented for this year. Bob Ricker requested that a proposal be ready for the next RXB meeting.
2. New RXB member request: Tabled until next meeting.
3. Points Keeper: Tabled until next meeting.
4. E-Blast: Bob Ricker will be ready by the next meeting to present a name of a coordinator of the RallyCross E-Blast.
5. National Championship: The RXB discussed many organizational aspects of the event. Tom Nelson requested that the event schedule not be as tight as 2009 because of potential of storms during August. Pego Mack will open the event schedule to accommodate for possible storm-related delays.

New Business

Event Descriptions: The RXB requested written descriptions of RallyCross events—Regional, Divisional, National Challenge, East/West Championship, and National Championship. Pego Mack will write up descriptions of these events and the RXB will adjust those descriptions if necessary.

The meeting was adjourned at 9:32pm CDT.

Next meeting: July 12, 2010

Submitted by Karl Sealander, RXB Secretary

RALLYCROSS BOARD

RXB MINUTES | June 12, 2010

The RallyCross Board (RXB) met via conference call July 12. Attending were Mark Utecht, Brent Blakely, and Karl Sealander. Also in attendance were Bill Kephart, Board of Directors liaison, and Pego Mack from the National Office.

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

Mark Utecht conducted the meeting and called it to order at 8:10 pm CDT.

Committee Reports

1. RallyCross Safety Committee (Tom Nelson): Nothing to report.
2. RallyCross Rules Committee (Mark Utecht): Mark Utecht reminded the RXB to stay current with the member comments on the forums. He reiterated that July 15 is the last day for member comments, at which point the Rules Committee will have two weeks to redraft before handing its final version to the RXB for a vote at the next RXB meeting.

Old Business

1. Annual RallyCross Award: Brent Blakely reported that he has completed his research into the history of RallyCross. The RXB agreed that no specific name for the award was necessary. Mark Utecht volunteered to make a first draft of a description for the award.
2. New RXB member request: Tabled until next meeting.
3. Points Keeper: Contacts have not yet been made. Tabled until next meeting.
4. E-Blast: Mark Utecht requested that Brent Blakely post a request at the forums for interested parties to do a RallyCross E-Blast. Pego Mack said that the SCCA would provide all necessary training.
5. National Championship: The RXB discussed several aspects of the National Championship including contingency possibilities, protests and start order procedures for the event.
6. Event Descriptions: Pego will have this to the RXB as soon as possible.

The meeting was adjourned at 9:05pm CDT.

Next meeting: August 9, 2010

Submitted by Karl Sealander, RXB Secretary

QUICK LINKS

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

CLUB RACING

Accredited Driver Licensing Schools: <http://www.scca.com/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>
2010 Runoffs Home Page: <http://www.scca.com/runoffs>

SOLO

Forms: <http://www.scca.com/contentpage.aspx?content=60>
Rulebook: <http://www.scca.com/contentpage.aspx?content=61>
2010 Tire Rack Solo National Championships Home Page: <http://scca.com/event.aspx?hub=3&event=15171>

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=14461>

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