

BOARD OF DIRECTORS MINUTES

BOARD OF DIRECTORS' MINUTES | SPORTS CAR CLUB OF AMERICA, INC. | Feb. 6-10, 2008

The Board of Directors, Sports Car Club of America, Inc. met in San Antonio, February 6, through February 10, 2008. The following members participated: R.J. Gordy, Chairman, Howard Allen, Jim Christian, Philip Creighton, Larry Dent, Bob Introne, Bob Lybarger, Lisa Noble, Andy Porterfield, Mike Sauce, John Sheridan, K.P. Jones and Jerry Wannarka. Jim Julow, President, Jeff Dahnert, Vice President of Finance, Eric Prill, Vice President Marketing and Communications, Peter Lyon, Risk Management, Howard Duncan, Vice President Rally/Solo, Colan Arnold, Vice President Membership and Region Development, Terry Ozment, Vice President Club Racing, Ken Patterson, Chairman of the Stewards, Bob Dowie, Chairman, Club Racing Board, Tina Reeves, Chairman, Solo Events Board, Matt Rowe, Chairman TimeTrials Committee, Mark Walker, Chairman, RallyCross Board, Kevin Poirier, Chairman Road Rally Board, Bob Wildberger, R. David Jones, also participated.

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

MOTION: To approve the minutes of the January 7, 2008 meeting. (Allen/Porterfield) PASSED. Unanimous.

PRESIDENTS REPORT

Jim Julow reported on the health of the three programs. Time Trials and Rally showed significant growth. Club Racing entries are down slightly. He covered marketing activities, including the new website. He also highlighted planned activities for 2008.

FINANCE AND ADMINISTRATION

Jeff Dahnert reported that the SCCA Inc. SCCA Enterprises and SCCA Pro all finished 2007 in the black.

SOLO/RALLY and SCCA FOUNDATION

Howard Duncan reviewed Strategic plans for the Rally program. He also reported on the successes of the Street Survival Program in 2007.

MEMBERSHIP and REGION DEVELOPMENT

Colan Arnold reported on membership trends, and the weekend membership program. He also reviewed convention activities and plans for 2009.

MARKETING and COMMUNICATIONS

Eric Prill reviewed planned marketing and licensing initiatives for 2008. He also covered planned improvements to the Web site.

CLUB RACING

Terry Ozment presented participation numbers for 2007 Regional races. She also presented the results of the 2007 Runoff volunteer survey. Information from the survey is being incorporated in plans for improvement to the event in 2008. She gave an update on the Spec Miata compliance program.

RISK MANAGEMENT

Pete Lyon reported on the status of current litigation. He also discussed the current insurance environment.

CLUB RACING BOARD LIAISON – Bob Lybarger & Jerry Wannarka

CRB Conference Call – January 7, 2008

The Call went well, with all attending.

CONTENTS

BOARD OF DIRECTORS	1
Board of Directors Minutes	1
CLUB RACING	7
CRB Minutes	7
Immediate Rule Change	22
Technical Bulletin	22
COURT OF APPEALS	29
SOLO	31
SEB Minutes	31
RALLY	35
RallyCross Board Minutes	35
RoadRally Board Minutes	35
QUICK LINKS	37

They discussed the class consolidations for the future and they asked for the input from the BOD as to how many classes they should count on. I told them that the way I read the BOD we are still looking at a maximum of 24 classes and in the future there is a need to cut it down further. I hope I have read this correctly.

They passed many agenda items and will be bringing them forward for us at the convention. They are also looking forward to a productive meeting with us.

They are working on the following items;

1. How many classes to the Runoffs
2. The diffuser transition time line and wording for the C6 GTI front and rear airfoils, and under trays.
3. Zetec FC engine updates

The meeting went 5.5 hours.

SOLO EVENTS BOARD LIAISON - Bob Introne, Lisa Noble, Liaison

The SEB has been finalizing its advisory committee appointments. Good discussion and care goes toward those appointments. There are 12 committees and usually 3 to 7 members of each. In order to get a clearer vision, the SEB has asked the 10 advisory committees to work on updating the philosophy or guideline of their area as it has been a while since this was last undertaken.

The SEB is asking that these papers meet the Core Values from the Solo Rules and as stated below:

I.2.3 Core Values

The SEB's decisions are based upon three core values that together equate with member value. These core values are as follows: increased participation and involvement, providing a variety of classes to satisfy a range of economies and commitments, and evolving rules in a planned manner. Each topic before the SEB is compared to these core values to ensure an overall positive effect. It is recognized that an individual decision may at times result in a disadvantage or increased cost to some individual members, but that the decision reached is based on the long-term benefit for the majority of the members.

They are also updating their Appeals Committee to bring in Committee members who are not SEB members.

TIME TRIALS ADMINISTRATIVE COUNCIL LIAISON - Lisa Noble

TTAC has finished the 2008 Time Trials Rules. It should be in the hands of the BOD as of the Convention. There are significant changes as the TTR have been broken into four self standing sections corresponding to the four types of TT events, PDX, Club Trials, Track Trials and Hill Climb. The goal is to improve readability and usability.

The TT Ops Manual is in its planning stage. TTAC will have an outline to work on during Convention work sessions. The Ops Manual will deal with more nut and bolt, - how to put on an event - items.

Matt Rowe, the newly appointed TTAC Chairman, is also setting out goals for the Council. They will also work on developing these goals during the Convention.

- 1 year - Improve readability of the TTR and develop operations guide to help events apply the rule book to actual event operation.
- 3 year - Develop the PDX instructor program with guides for instructor training, clarify skills students should learn and provide documentation for the events to draw from.
- 5 year - Ensure alignment with both our customer base (current and potential members) and that there continues to be a logical place for time trials between solo and club.

CLUB RACING BOARD

Bob Dowie, reported on plans for the 2008 season including the 2008 Runoffs.

MOTION: To approve the following changes to the GCR as recommended by the Club Racing Board. (Lybarger/Wannarka) PASSED

GCR

Item 1. Effective 1/1/08: Correct the first Note of section 9.1.12 to read as follows:

Note 1: For the purposes of this section, "entrants" shall be defined as drivers classified in the final official race results of National races as finishers, did-not-finish (DNF), *did-not-start* (DNS), or disqualified (DQ). ~~Drivers classified as did not start (DNS) shall not count as entrants.~~

Formula/Sports Racing

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

Closed cockpit sports racer cages may be constructed in accordance with 9.4. ROLL CAGES FOR GT AND PRODUCTION BASED CARS
(December 4 minutes, published January Fastrack)

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

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

(December 4 minutes, published January Fastrack)

Item 3. (SRF) Effective 2/1/08: Change section 9.1.9.C.5.k by creating a new section l. for the third paragraph to read as follows:

l. Required Bodywork Modification:

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

(December 4 minutes, published January Fastrack)

Grand Touring

GT1

Item 1. Effective 2/1/08, add new section 2. to section 9.1.2.D.3.d to read as follows:

2. *Mid-engine vehicles may use an electric water pump.*

(November 2-3 minutes, published December Fastrack)

Item 2. Effective 2/1/08, change section 9.1.2.D.8.a.11.6 to read as follows:

Wing mounting specs: The entire wing assembly must be mounted ~~at least 2.00 inches~~ below the peak of the roof (measured at the highest point of the roof ~~vehicle centerline~~). Trailing edge of wing assembly must be located within an area defined by a point; 6" forward of rearmost bodywork and the rearmost bodywork (measured at vehicle centerline). Two wing mounting posts must be used, with each one located between 16"-20" inboard from end of wing. *The wing mounting posts shall not exceed 85 square inches each.* Max. wing angle from horizontal is 30-degrees.

(November 2-3 minutes, published December Fastrack)

Item 3. Effective 2/1/08: Change section 9.1.2.F.4.b.13 as follows (portions omitted remain unchanged):

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

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

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

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

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

F. Wing mounting: The entire wing assembly must be mounted below the highest point of the roof or roll cage main hoop whichever is higher measured at the highest point. The trailing edge of the wing assembly must be located within an area defined by a point; 6" forward of rearmost bodywork and the rearmost bodywork measured at vehicle centerline. Two wing mounting posts must be used, with each one located between 8"-20" inboard from end of wing. The wing mounting posts shall not exceed 85 square inches each. The maximum wing angle from horizontal is 30-degrees.

(December 4 minutes, published January Fastrack)

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

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

(December 4 minutes, published January Fastrack)

Spec Miata

Item 1. Effective 2/1/08, add a new section 3. to section 9.1.8.C.1.e to read as follows:

3. *The post catalytic converter oxygen sensor may be disabled, replaced, or removed; the resulting hole (if present) may be plugged.*

(November 2-3 minutes, published December Fastrack)

MOTION: To approve the following reclassifications as recommended by the Club Racing Board. (Sauce/Creighton)PASSED Unanimous

Production

Item 1. Effective 3/1/08, reclassify the 90-93 Acura Integra to FP at a weight of 2235 lbs.
(November 2-3 minutes, published December Fastrack)

Item 2. Effective 3/1/08: Reclassify the EP Lotus 7 series 4 to FP at 1,810 lbs.
(December 4 minutes, published January Fastrack)

Item 3. Effective 3/1/08: Reclassify the EP Volvo 142/142E to FP at 2,150 lbs.
(December 4 minutes, published January Fastrack)

Item 4. Effective 3/1/08: Reclassify the FP Volvo 142/144 to GP at 2,100 lbs.
(December 4 minutes, published January Fastrack)

Item 5. Effective 3/1/08: Reclassify the EP Lotus Europa to FP at 1,630 lbs.
(December 4 minutes, published January Fastrack)

Item 6. Effective 3/1/08: Reclassify EP Elva Courier to FP with the 1800cc engine at 1,900 lbs and 1.5 inch carbs, and the 1600cc at 1,800 lbs.
(January 8 minutes, published February Fastrack)

Item 7. Effective 3/1/08: Reclassify the EP 88-91 Civic Si and CRX Si to FP at 2,075 lbs.
(January 8 minutes, published February Fastrack)

TIME TRIALS BOARD

Mat Rowe reported on 2007 operations and plans for 2008.

EXECUTIVE STEWARDS

Ken Patterson reported on the track review process.

SOLO EVENTS BOARD

Tina Reeves reported on plans to continue the growth of the program into 2008, as well as activities related to site acquisition.

RALLYCROSS BOARD

Mark Walker presented the RallyCross Strategic plan, activities for 2008 that support the plan.

ROAD RALLY BOARD

Kevin Poirier reported on the successes of 2007 and focused on plans for continued growth in 2008 and 2009.

SCCA FOUNDATION – LARRY DENT

Contributions continue to come in from members building the funds available for the Street Survival program and other Foundation needs. I will present the exact figures at Convention.

Staff and I have been working on a Foundation brochure that can be used by regions for promoting regional Street Survival events, as well as an overview of the Foundation in general. I feel this has been badly needed, not only for SS regional promotions, but also for fund raising within the non SCCA Community. I will have a close to final proof to show at Convention but not for general distribution until all the photo releases are signed.

Our plan is to have a DVD with the brochure in several forms, printable by a commercial printer, and by a local region on a color copier. In that way distribution can take on any necessary form, both in terms of available assets and quantities.

The test SS program went well in 07. SS programs were run all around the country and most of the potential issues were worked out and we seem ready for a national roll out.

My caution on this is this. The powers that be have predicted and hoped for 20 SS events nationwide in 08. If my gut feeling is anywhere near correct we may well have MANY more than this. With over 112 regions, if each runs only 1 you do the math. Fort Wayne Region did 2 pilot events in 07 and already has sponsors and locations for at least 3, and possibly as many as 6 events in 08. Again, you do the math. Your choice of numbers.

We sent my fund solicitation letter last month, and the first response was a \$5,000 contribution. Hopefully the responses will continue for several months.

OLD BUSINESS

NONE

NEW BUSINESS

R David Jones presented ideas relating to additional volunteer recognition.

MOTION: To authorize the Rally/Solo department to continue the pilot program for Drifting events for the 2008 season. (Noble/Allen) PASSED Unanimous

MOTION: To approve Zbigniew Lorenc as RallyCross Steward for Great Lakes Division effective immediately. (Allen/Sauce) PASSED Unanimous

MOTION: To approve a provisional charter for Puerto Rico Region. (Jones/Introne) PASSED Unanimous

MOTION: To exempt one legitimate charity event per Region each year from the five dollar charge for weekend membership, and to instruct staff to make the necessary changes to the Operations Manual to reflect this policy. (Allen/Lybarger) PASSED Unanimous

MOTION: To waive the provisions of GCR Section 3.9.1.F to allow Tony Ave to change his Region of record, from SEDiv to NPDiv. (Creighton/Jones) PASSED Abstaining, Creighton, Sauce

MOTION: To waive the provisions of GCR Section 3.9.1.F to allow Richard Sleeper to change his Region of record, from SEDiv to SWDiv. (Jones/Dent) PASSED Unanimous

MOTION: To waive the provisions of GCR Section 3.9.1.F to allow Jim Christian to change his Region of record, from RMDiv to SPDiv. (Porterfield/Dent) Voting NO, Jones, Allen, Abstaining, Gordy, Sauce, Christian

MOTION: The Board of Directors recognizes the Great Lakes Division as an association of Regions into an intermediate organization as outlined in the SCCA bylaws Article VII, Section 6, and that they may organize themselves into councils or committees as outlined in the Operations Manual Section I.2.C.2.1. (Dent/Sauce) PASSED, Abstaining, Noble

MOTION: The SCCA Board of Directors commends Bob Wildberger and his staff on the financial success of SCCA Pro Racing in 2007, and is supportive of their plans for the future success of Pro racing. (Jones/Allen) PASSED Unanimous

MOTION: The Board of Directors confirms that only the top 24 classes and GT3 (with a waiver for 2008) will be eligible for invitation to the 2008 Runoffs. (Sauce/Dent) PASSED Voting NO, Jones

MOTION: To take the Jones/Christian motion out of executive session and to place the motion in the minutes of the meeting (Dent/Allen) PASSED Unanimous

MOTION:

1. To form a task force composed of two members of the CRB, two members of the Staff, and three Board members, to gather information meet and develop a plan for national racing and its championship. The task force shall submit its results by March 31.

2. At its May meeting, or earlier, the Board of Directors will select one plan, to be implemented effective with the next Fastrack publication.

a. Selection of any plan will require at least nine affirmative votes of the Board of Directors.

b. The Board of Directors will publish the plan, with a full explanation of the goals and reasons, and will commit to the essence of the program for three years.

(Jones/Christian) PASSED Unanimous

MOTION: To approve the following change to the RallyCross Rules as recommended by the RallyCross Board. The Board recognizes that this change is necessary to reflect current practice, and was previously overlooked when this rules set created. (Allen/Wannarka) PASSED Unanimous

6.2.E.17 Batteries may be substituted with any type. Relocation of the battery or batteries is permitted. Longer battery cables may be substituted to permit relocation and holes may be drilled to accommodate mounting of the battery and cables.

MOTION: To adjourn. (Lybarger/Dent) PASSED.

Respectfully submitted,

Jim Christian
Secretary

CLUB RACING BOARD MINUTES

CLUB RACING BOARD MINUTES | Feb. 6-10, 2008

The Club Racing Board met face-to-face in San Antonio, TX, February 6-10, 2008. Participating were Bob Dowie, Chairman; Chris Albin, Stan Clayton, Dave Gomberg, Peter Keane, and Russ McHugh. Also participating were Terry Ozment, Vice President of Club Racing; John Bauer, Technical Assistant Club Racing; and Lauri Burkons, CRB Secretary.

In addition to those items covered in Technical Bulletin 07-03, the following decisions were made:

PROPOSED RULE CHANGES OR CAR RECLASSIFICATIONS

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Club Racing Board. Comments may be e-mailed to crb@scca.com.

GCR

Item 1. Effective 11/1/08: Add the following to section 6.2.2.J.2:

Note: If a car leaves the course during the pace lap(s), all drivers in the column behind that car shall close up behind the cars in front of them to satisfy 6.2.2.G. Moving up under these circumstances is not considered as improving position or passing under yellow.

Item 2. Effective 11/1/08: Add a new item 3 to section 7.4.A and renumber the subsequent items:

3. Loss of event points 1 point

Item 3. Effective 11/1/08: Add the following after the third sentence of section 8.1.4:

The CRB will provide input to both courts before either court reaches its decision.

Item 4. Effective 11/1/08: Change section 8.4.6 as follows:

... Penalties involving time, disqualification, or loss of points shall be made effective from the date of the conclusion of the event involved. ~~Penalties involving suspension shall be made effective from the date of the COA decision. If the Court of Appeals affirms a suspension penalty imposed by the first court or determines that a suspension penalty should be added, the COA will determine the date on which the suspension penalty begins.~~

Item 5. Effective 11/1/08: Change the fuel standard table in section 9.3.25.A and add a new introductory paragraph as follows:

Competitors in all classes except those in the Showroom Stock may choose any fuel that complies with the fuel standards table. Showroom Stock competitors must use a fuel that allows vehicles to remain EPA compliant.

Fuel Standards

Classes	Type	DC max	Reagent A
All Prepared, FB, FE, SS, SM, T, IT, SRF, and Old SR, and Elan spec DP 02 running as CSR	Gasoline w/no added oil	15	N/A
All other classes (incl. 2 cycle w/oil injection)	Gasoline w/no added oil	0	No pos.
All 2 cycle w/o oil injection	Gasoline w/oil mixture	2	No pos.
All rotary engines	Gasoline w/ or w/o oil mixture	15	N/A

Item 6. Effective 11/1/08: Change section 9.3.25.B Fuel Sample Acquisition as follows:

All cars shall be equipped with an easily accessible sampling valve/port located between the fuel tank and the carburetor(s) or fuel injectors to facilitate acquisition of fuel samples. To avoid fuel spillage, the fuel sampling valve/port shall not consist of removing a fuel line from any fuel system component unless a dry break fitting has been installed. A capped and/or sealed "T" may be fitted inline, or a capped and/or sealed auxiliary sample port may be fitted to a fuel system component (carburetor, fuel rail, etc.) without using a dry break fitting. Under no circumstances is siphoning of fuel from the fuel tank/ cell acceptable.

If possible, the sampling valve/port should not be located in the engine compartment. Cars equipped with a factory fuel pressure test port (e.g. fuel injected SS, T, IT, SRF, etc.) or competitors having factory fuel pressure test equipment available, are not required to have

an additional fuel sampling port. On all other cars, to avoid fuel spillage it is recommended that a valve or dry break fitting be installed in the fuel line. In all cases competitors shall provide the appropriate tooling necessary to safely obtain the fuel sample. A manned fire extinguisher shall be present whenever fuel samples are being acquired.

All cars shall be equipped with an accessible sampling port/valve/device located in a fuel line between the fuel tank or fuel cell and the carburetors or fuel injection system to allow safe acquisition of a fuel sample. If possible, the port/valve/device should be located outside the engine compartment. The sampling port/valve/device will be installed and used by the competitor to obtain the sample without fuel leaking, spraying or squirting. Siphoning of fuel directly from the fuel tank or fuel cell or removing a hose or line is not allowed.

Competitors whose cars are equipped with a factory fuel pressure test port or who have factory fuel pressure test equipment available are not required to have an additional fuel sampling port, providing the test port is accessible and the competitor obtains the sample without fuel leaking, spraying or squirting.

Competitors will provide all the necessary and appropriate tools to obtain a fuel sample.

A tech observer and manned fire extinguisher will be at the car at the time the sample is taken and the competitor will name the fuel brand and type for notation on the sample bottle label.

Item 7. Effective 11/1/08: Change section 9.4.D as follows:

Two side tubes connecting the front and rear main hoops across both door openings are mandatory. NASCAR-style side protection or one bar bisecting another to form an "X" is permitted. Door side tubes may extend into the front door...

Formula

Item 1. (FC) Effective 11/1/08: Change the last sentence of section 9.1.1.B.4.a as follows:

~~Camshaft timing is unrestricted.~~ Required camshaft timings are as follows:

Intake centerline 116-117 degrees ATDC

Exhaust centerline 106-107 degrees BTDC

Item 2. (FC) Effective 11/1/08: Change section 9.1.1.B.4.b as follows:

Pistons, crankshaft, and rods may be replaced only with standard original Ford replacement parts. The crankshaft may ~~not~~ be ground or polished for the purpose of installing oversize main or rod bearings in any way and must have stock dimensioned main and rod bearing journals. The rod journals must remain stock and the rods may not be bored or remanufactured in any way. The rod and crankshaft bearings may be replaced only with original or oversized Ford bearings. ~~Oversize bearings are not permitted.~~ The required original crankshaft main bearing journal dimension is 2.282-2.283 inches and the required original crankshaft rod journal dimension is 1.846-1.847 inches. The corresponding main journal dimensions for oversized bearings are either 2.273-2.274 inches or 2.263-2.264 inches; the corresponding rod journal dimensions for oversized bearings are either 1.837-1.838 inches or 1.827-1.828 inches.

Item 3. (FC) Effective 3/1/08: Change sections 9.1.1.B.4.j, k, and l as follows:

Change 9.1.1.B.4.j to read as follows:

ECU: The Pectel T2 unit is required. The current specification "QSRE" map is required with the QSRE intake package or the current specification "EPP" map is required with the EPP intake package. Failure to use the current map appropriate to the intake package will result in an automatic penalty of 1 year suspension from SCCA club racing. The maps are available at the SCCA web site.

Change 9.1.1.B.4.k to read as follows:

Intake manifold and fuel injection components: One of the following intake packages must be used.

1. The Quicksilver RacEngines (QSRE) #0138 intake manifold and throttle body combination, air horns, fuel rail and injector system are required and must be used with no modifications of any kind. Only stock Ford fuel injectors may be used and they may not be modified in any way. Fuel injectors may be replaced only with stock Ford injector part number #0280155887 XS4U-AA.
2. The Elan Power Products (EPP) DP08-60-002 intake manifold and throttle body combination, air horns, fuel rail and injector system are required and must be used with no modifications of any kind. Fuel injectors may be replaced only with stock Ford injector part number #0280155887 XS4U-AA.

No interchange of components between the approved intake packages is allowed. The appropriate map must be used with each package (see j above). The appropriate intake restrictor must be used with each package (see l below).

Change 9.1.1.B.4.l to read as follows:

Intake restrictor. One of the following intake restrictors must be used.

1. The QSRE #1975 intake restrictor must be used with the QSRE intake package (see j above). It must not be modified in any way. The restrictor internal diameter is 1.295 inches and this value cannot be exceeded in any measurement

of the diameter. The restrictor port centerlines or shape may not be altered.

2. The EPP DP08-60-012 intake restrictor must be used with the EPP intake package (see j above). It must not be modified in any way. The restrictor internal diameter is 1.295 inches and this value cannot be exceeded in any measurement of the diameter. The restrictor port centerlines or shape may not be altered.

Item 4. (FV) Effective 11/1/08: Change selected portions of section 9.1.1.C.2 as follows:

Track, rear: ~~49 13/16 1/8" + 7/8" 5/8" 50 3/4" maximum~~ 49.125 " minimum, 50.750" maximum (no spacers allowed)

Item 5. (FB) Effective 11/1/08: Change section 9.1.1.H.2.E as follows:

Brackets for mounting components, such as the engine, transmission, suspension pickups, instruments, clutch and brake components, and body panels may be ~~nonferrous~~ ferrous, aluminum alloy, or magnesium alloy of any shape, and fastened to the frame in any manner.

Item 6. (FB) Effective 11/1/08: Change section 9.1.1.H.9.A as follows:

All suspension components shall be of steel or ferrous material, except that hubs, hub adapters, hub carriers, bell cranks, pivot blocks, bearings and bushings, spring caps, abutment nuts, anti-roll bar links, shock absorber caps, and nuts may be aluminum alloy or magnesium alloy.

Item 7. Effective 1/1/09: Add new subsection I to section 9.1.1 as follows:

I. Formula First Preparation Rules

1. Definition

1.1. Formula First is a class for single seat racing cars based on components from the standard Volkswagen Types 1 sedan, as originally manufactured by Volkswagen from 1966 to 2004. Since it is a restricted class, all allowable modifications are stated herein. The purpose of the Formula First class is to emphasize driver ability and to encourage the participation of owner/builders and owner/preparers while using proven Volkswagen components (or exact replicas). Homologation is required for all cars registered after January 1, 1983. Homologation for FS classification is required on all Formula First cars.

1.2. No component of the engine, power train, front suspension, or brakes shall be altered, modified, or changed, or be of other than VW manufacture (or an exact replica thereof), unless specifically authorized herein. Parts used are classified as original, made by VW parts, exact replacement parts usually bearing a VW part number used in the VW model range specified below. Finally, mass-produced direct replacement parts can be substituted for the original components if authorized in the rules. These direct replacement components must be constructed of original material(s) or an acceptable substitute, maintain the original function(s) and general dimension(s) of the VW components they replace. Furthermore, these replacement parts must be generally available to all competitors and offer no competitive advantage over the original VW parts. There are no exceptions. IF IN DOUBT, DON'T.

1.3. Any VW Type 1 component, of VW manufacture or an exact replica in size, shape, and material, may be used unless a specific part (VW or aftermarket) is specified.

1.4. All measurements given in these rules are exact unless a specific tolerance is stated. A car exceeding any measurement or outside a tolerance, BY ANY AMOUNT is not in compliance.

1.5. Any external surface of the suspension, brakes, and transmission/rear axle tubes may be painted, plated, or anodized.

1.6. Weights and Measurements.

1.6.1. Minimum weight, as qualified or raced, with driver: 1125 pounds

1.6.2. Wheelbase minimum 81.5"; maximum 85.5"

1.6.3. Front track maximum: 57" at zero camber & toe

1.6.4. Rear track maximum: 55" at zero camber & toe

1.6.5. Overall length: Maximum 140" (includes exhaust)

2. Suspension

2.1. Front Suspension.

The front suspension shall be standard VW Type 1 sedan ball joint H-beam front suspension or an exact replica of one of them and dimensionally identical. The following modifications are permitted:

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

2.1.2. Front spring(s) are unrestricted except that the front suspension lifting spring(s) must be a continuous unit measuring 37.63" (+ or - .13") in length, is completely housed internal of the torsion spring tube(s), and fit unaltered control arm spring sockets.

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

2.1.4. Relocation of the shock dampers is permitted. Shock dampers and their actuation are free providing that no VW components

are altered, modified or changed unless specifically authorized herein. Bump rubbers with a maximum length of 2 ½" may be used to protect the shock(s)/chassis from bottoming. Use of related bump rubber packing washers/solid spacers is free. Coil spring mounted (coil-over) shocks are not permitted.

2.1.5. The use of any anti-sway bar or bars, internal or external, mounting hardware, and trailing arm locating spacers. The anti-sway bar fitted as part of the standard suspension may be removed. Sway bars may not be cockpit adjustable. Front suspension Z-bars are not permitted.

2.1.6. Replacement of torsion bar rubbers with spacers of another material.

2.1.7. Installation of ride height adjuster(s), constructed for use with standard VW spring packs, to the H-beam allowing rotation of the spring pack. One (1) ride height adjuster per torsion spring tube is permitted. No cockpit adjustment of ride height is permitted.

2.1.8. Removal of the brake backing plates.

2.1.9. Camber/caster eccentric adjusting nut may be replaced with an aftermarket nut of different design. Caster, camber, and toe-in are free.

2.1.10. Any wheel bearings that fit the VW type 1 spindles and disk brake hubs without modification may be used.

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

2.2. Rear Suspension

2.2.1. The rear axle and tube assembly shall be standard VW Type I up to 1966, sedan swing axle (no outer pivot point for a half shaft) with axle location provided by a single locating arm on each axle. The rear axle tube may be rotated about its axis. The standard shock mounting and brake pipe brackets may be removed. Rear axle O.A. length: 26 11/16" + or - 1/8"

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

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

3. Braking System

3.1. Standard VW Type 1 disc brake components must be used, including any standard VW Type 1 original or aftermarket direct replacement brake caliper constructed of cast iron material. Front rotor minimum weight: 13.0 lbs. each without wheel mounting studs.

3.1.1. Caliper housing material may be removed on the outer radius surface of the outer piston housing to clear the inside of the rotating wheel. This metal removal shall only be to allow wheel clearance.

3.2. Any type pad material may be used on standard VW Type 1 brake pads.

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

3.4. Cross-drilling or grooving of rotors is not permitted.

3.5. Rear brake drum assemblies must be removed and replaced with one-piece cast iron rear brake rotors with machined-in rear axle splines. Caliper mounting is free. Min. rotor weight: 15.0 lbs each, without wheel mounting studs.

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

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

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

3.9. Wheel mounting lug bolts may be replaced with studs.

3.10. All brake components must remain within the safety tolerances and minimum dimensions established by the component manufacturer.

3.11. Rear drum brakes on existing homologated Formula First cars will be allowed until 1/1/09

4. Wheels and Tires

4.1. Wheels shall be 13" diameter by 6" wide. (+ or - 1/8" for all dimensions)

4.1.1. Wheels must be of one-piece construction and may be constructed of steel, aluminum, or magnesium, but each wheel must comply with a minimum weight of 10 pounds, less tire, wheel weights and valve stem assembly.

4.1.2. Wheel bolt pattern is free, except that it must use 4 lug bolts or studs with lug nuts. No centerlocks. As a recommended standard, the common bolt pattern for Formula First is 4"x 4 bolt.

4.1.3. Spacers between the wheel and rotor are permitted.

4.2. Tires shall be Formula Ford slicks in standard front and rear sizes and using a hard compound. The Region, Division and/or rac-

ing series sanctioning the races shall specify which manufacturer or manufacturer's tires meeting this general description shall be permitted.

Regional, Divisional and/or Race Series Tire Options:

4.2.1. Option 1. The spec tire manufacture for Formula First shall be Hoosier Tire. Front tires shall be #43130 20.0"x 6.0" - 13" R60 or R60A compound. Rear tires shall be #43302 22.5"x 7.5"- 13" R60 compound or #43307 22.5" x 7.2" x 13" R60A compound.

4.2.2. Option 2. The spec tire manufacture for Formula First shall be Goodyear Tire. Front tires shall be #807-366-068 3321 20.0"x 6.0" - 13" R600 compound. Rear tires shall be #870-274-068 2015 22.5"x 7.5"- 13" R600 compound.

4.2.3. Option 3. The spec tire manufacture for Formula First shall be American Racer Tire. Front tires shall be 20.0"x 6.0" - 13" 133 compound. Rear tires shall be # 22.5"x 7.5"- 13" 133 compound.

4.2.4. Inter divisional races or special events may choose to allow more than one tire option by listing the options allowed for said event in the event supplemental regulations.

4.3. Any tires (brand, size, tread or construction) fitting the 13 x 6 rims may be used when the Chief Steward declares a rain race.

5. Engine

5.1. The engine shall be the standard VW "1600" (1584 cc) twin port, unless otherwise stated in these rules.

5.1.1. Engine components shall be assembled in standard configuration. Exceeding the wear limits specified in the VW manual or in other official VW guides is permitted provided that the specifications, tolerances, and dimensions specified in these rules are not exceeded.

5.1.2. Standard engine reconditioning practices are permissible as set out below. Such machining shall occur on the same plane as original VW specification. It is not permissible to add metal or any other material to any engine component, unless specifically stated herein.

5.1.3. Balancing of the following moving parts of the engine is allowed: pistons, connecting rods, crankshaft, flywheel, front pulley, and clutch disc and clutch cover. Balancing may not remove more material than is necessary to achieve the balance, except on those component parts where minimum weights are specified herein. The addition of weight to the clutch cover plate, for the sole purpose of achieving balance, is permitted.

5.1.4. Polishing of the contact faces of moving parts is permitted.

5.2. 1584 cc engine dimensions

Bore 85.7 mm maximum

Stroke: 69.1 mm maximum

Exhaust valve diameter: 32.06 mm maximum

Intake valve diameter: 35.56 mm maximum

Intake port dimension at head: 33 mm maximum

Exhaust port dimension at head: 33 mm maximum

Intake manifold horizontal inside diameter: 32 mm maximum

Manifold casting maximum diameter at flange: 33 mm maximum

Maximum valve lift: .455". Measured at Valve cap with 0" lash. An average of the four exhaust valves must be .455" or less and an average of the four intake valves must be .455" or less.

Rod weight with bolt and small end bushing: Minimum 570 grams. Rod length, center to center: 5.35" to 5.45". Any piston rod may be used that meets the VW dimensional and weight specifications listed herein.

Piston weight with pin: Minimum 515 grams.

Minimum distance: Top of piston to top edge of #1 ring groove: 8.0 mm

Crankshaft weight: 20 pounds minimum

Flywheel: Clutch diameter 200 mm; weight - 12 pounds minimum

Deck height: .045" minimum

Cam followers: 90 grams minimum

Rocker arms: 80 grams minimum (w/o adjuster)

5.3. Crankcase, Clutch and Flywheel

5.3.1. Any 1200 or 1600 VW case or exact replica may be used. (Aftermarket competition cases that vary in design from the original VW case are not permitted.)

5.3.2. Standard reconditioning of the case halves is permitted.

5.3.3. The case may be drilled to accept an external oil cooler or oil filter.

5.2.3. Generator/alternator, stand, and fan housing and fan may be removed.

5.3.4. Oil baffles may be installed. They must be housed completely within the original oil sump and crankcase.

5.3.5. An oil temperature sending unit may be installed in the crankcase.

5.3.6. Oil galley plugs may be replaced with threaded plugs.

5.3.7. Cylinder head studs may be replaced with studs of different material.

5.3.8. The crankshaft may be ground and the case may be machined to accommodate the use of the standard VW oversize/undersize crankshaft bearings, provided the crankshaft location is not changed. It may also be machined to permit installation of camshaft bearings.

5.3.9. The use of an aftermarket counterweighted crankshaft with standard VW stroke, index and journal sizes is mandatory. Bearings may be standard VW undersized/oversized and rods ground to accommodate them.

5.3.10. Crankshaft front pulley is free.

5.3.11. The flywheel may be lightened to a minimum of 12 pounds. Flywheel dowels may be reconditioned. Additional dowels may be added on the same face. The flywheel clutch plate surfaces may be machined.

5.3.12. Any 200 mm VW clutch disc, pressure plate and throwout bearing (or replacement replica) as fitted to the VW Type 1, 2 and 3 are permitted. The standard VW clutch actuation arm may be modified to allow its attachment to the standard VW clutch throwout bearing shaft in any appropriate position. Clutch shaft arm actuation (cable, levers, or hydraulic) is free.

5.3.13. Oil filler/engine vent(s), dry sump tank and catch tank(s) are unrestricted provided they meet SCCA GCR 17.26. (pg 92)

5.3.14. The installation of a crankshaft pulley oil seal is permitted.

5.3.15. The installation of case center main web location pins or shuffle pins are permitted.

5.4. Camshaft.

5.4.1. Only the Engle W110 camshaft is permitted. Specifications listed herein are for checking purposes only. Re-grinding of the Engle W110, or any camshaft, to meet or maximize these specifications is strictly prohibited.

Cam lift: Exhaust and Intake .392" variance + .003"

Lobe centers: 108 deg +/- 30 sec.

Intake opens @ 19 deg. Intake closes @ 48 deg. (at .050" valve lift) (+/- 30 sec)

Exhaust opens @ 55 deg. Exhaust closes @ 12deg. (at .050" valve lift) (+/- 30 sec)

5.4.2. Cam timing (advance/retard) may be achieved by offset keys or adjustable cam gear. Cam timing may not be adjustable without disassembling the case. No form of VTEC, cockpit adjustment, or other variable cam timing is permitted.

5.4.3. Cam gear must be of stock dimensions, including angle and width of teeth.

5.4.4. Cam followers may be reconditioned and/or may contain camshaft face lubrication holes.

5.5. Pistons and Cylinders.

Pistons and cylinders shall be standard VW replacement parts or exact replicas. Any piston rings that can fit the standard grooves are permitted. Piston pin retaining clips may be replaced with Teflon buttons.

5.6. Cylinder Head

5.6.1. The standard 040 or 043 twin port cylinder head are the only heads permitted. A MOFOCO 040 head is also allowed. Other vendors may be added as requested, IF the castings are the same as an approved VW manufactured head along with dimensional items. (head cc's, valve size location, etc.) The intent is to allow casting duplicates that may be of better quality (longevity), appearance, and/or price.

5.6.2. The intake and exhaust ports are to remain in as-cast condition, except that material may be removed for the sole purpose of matching/blending up to .75" from the intake flange mating point and up to 1" from an intake/exhaust valve seat.

5.6.3. The combustion chamber must hold a minimum of 47 cc, with valves in place.

5.6.4. Replacement of valve seats and valve guides with others of standard dimensions and material is permitted.

5.6.5. Valves and valve seats may not be reshaped. Valve to valve seat mating surface (figure 1) shall be cut as follows. The 45 deg valve seat width (figure 2) shall be maintained by cutting a 15 deg chamfer (figure 3) at the outside edge of the seat and a 75 deg chamfer (figure 4) at its inner edge. Seats cannot be refaced if too little material remains for a 15 deg chamfer to be cut without going beyond the boundary of the insert. If the chamfer extends to the head, the seat or the head must be replaced.

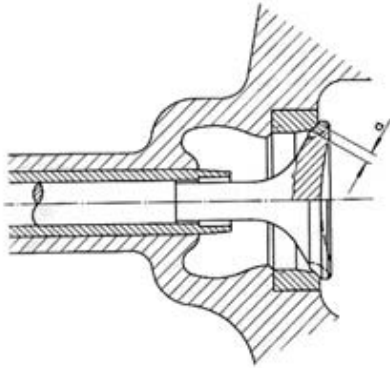


Fig 1

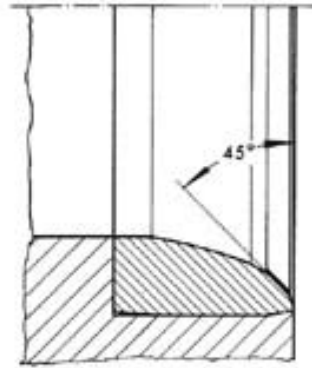


Fig 2

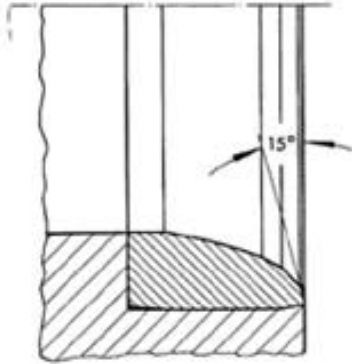


Fig 3

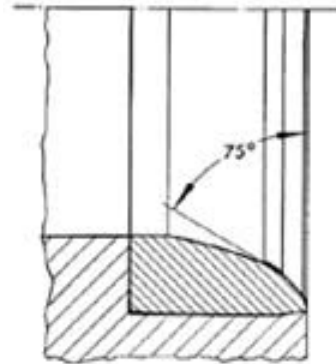
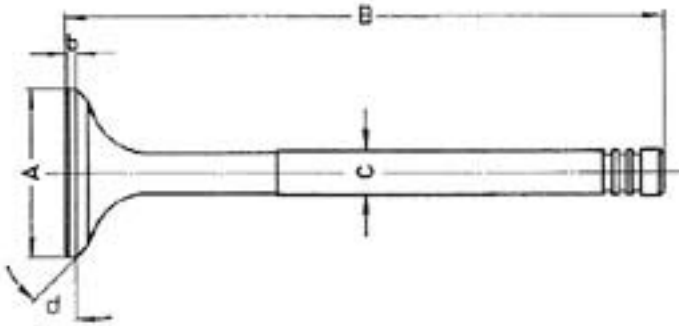


Fig 4

5.6.5.1. Valve specifications (figures 1 & 5):

Dimension "a" – valve seat contact width: Intake – 1.30 mm to 1.60 mm
 Exhaust – 1.70 mm to 2.00 mm Seat contact angle on valve: 45 deg Intake and Exhaust
 Dimension "A" – valve head dia: Intake – 35.56 mm max. Exhaust – 32.06 mm
 Dimension "B" – valve length: 110.5 mm to 112.5 mm
 Dimension "C" – valve stem dia: Intake – 7.94 mm min. Exhaust – 7.91 mm
 Dimension "b" – valve head margin: Intake – .80 to 1.50 mm Exhaust – 1.00 to 1.70 mm
 Dimension "d" – face angle of valve only: Intake - 44 deg Exhaust - 45 deg



5.6.5.2. Maximum allowable O.D. of intake seat - 40mm.

Maximum O.D. of the 45 deg. angle on intake seat shall not exceed the outer diameter of the original VW intake seat (37mm).
 Maximum depth of replacement seat - 10mm.

Maximum allowable O.D. of the exhaust seat - 37mm.

Maximum O.D. of the 45 degree angle on the exhaust seat shall not exceed the outer diameter of the original VW exhaust seat (34mm).

Maximum depth of replacement seat - 10mm

5.6.6. Stainless steel valves of the same dimensions as stock are permitted.

5.6.7. Single valve springs must be used, but are otherwise free except that no unauthorized modifications to other parts may be made to accommodate them.

5.6.8. Shimming of valve springs is permitted.

5.6.9. Combustion chambers are to remain in standard, as cast condition, except that fly cutting is permitted to obtain the permitted compression ratio. No other tooling or polishing of the combustion chamber is permitted.

5.6.10. Any aluminum or steel pushrod may be used. Length is free.

5.6.11. Only standard 1.1:1 ratio 1600 rocker arms may be used. The two bars need to be visible. Minimum rocker arm weight listed under 5.2.

5.6.12. Wavy washers in the rocker gear may be replaced with solid washers.

5.6.13. Swivel-foot valve adjusters may be used, provided that they are on the same center plane as the standard screw and offer no increase in valve lift.

5.6.14. The rocker shaft posts may be shimmed to restore original geometry after authorized fly cutting.

5.6.15. Spark plug holes may be repaired using standard thread repair methods, such as Helicoil inserts, providing that the spark plug centerline is not changed.

5.6.16. Valve covers are unrestricted and may be bolted on.

5.6.17. Push rod tubes are unrestricted.

5.6.18. Any ferrous metallic valve spring retainers and keepers are permitted.

5.7. Oil system

5.7.1. Any standard VW Type I, or replacement replica in size, shape, and material, oil pump may be used. Oil pump pressure port plugging is permitted.

5.7.2. Any oil pump cover may be used.

5.7.3. A dry sump oiling system is permitted.

5.7.3.1. The dry sump pump must bolt into the standard location, must be driven by the camshaft and have no more than two stages.

5.7.4. A sump extension may be fitted using or in place of the oil strainer cover plate. The oil pump pickup pipe may be extended into the sump extension. The sump extension shall not extend below the lower frame members surrounding the engine.

5.7.5. Any oil cooler is allowed provided it is located within the bodywork and behind the firewall.

5.7.6. An alternate oil pressure regulator spring or springs may be used.

5.7.7. A standard or racing type automotive oil filter of not more than one-quart capacity may be installed provided it is located within the bodywork and behind the firewall. No cooling fins are permitted on the filter or connecting lines. Connecting lines shall not exceed 12 feet in total length, including oil cooler connections if part of the oil filter circuit.

5.8. Fuel pump

5.8.1. Fuel pump is free. A block off plate may be installed if the mechanical fuel pump is removed.

5.9. Carburetor.

5.9.1. Only the Mexican made Bocar 34 PICT/3 replacement carburetor shall be permitted. The carburetor shall be in "as new" condition. The carburetor may be cleaned with commercially available "carb cleaner". NO MEDIA BLAST CLEANING IS PERMITTED. Original replacement replica gaskets, float, needle & seat may be replaced as needed. Float level may be adjusted via shim(s) under the needle & seat. Only the modifications listed herein are permitted. If you don't see it listed herein, you can't do it, NO EXCEPTIONS.

5.9.2. The choke plate, choke heater element and related components, choke shaft and related hardware may be removed and the shaft holes taped or plugged. Any air filter, air horn, or combination of filter and horn may be used.

5.9.3. Modification or removal of the idle shutoff solenoid to allow air/fuel flow without power is permitted.

5.9.4. Main fuel and air correction jet sizes are free.

5.9.5. The carburetor may be rotated 180 degrees about its vertical axis.

5.9.6. The choke heater element housing may be cut off the carburetor top housing.

5.9.7. The fuel inlet must be threaded into the carburetor top housing, the original brass swaged in fitting is not permitted.

5.9.8. Vacuum fittings may be removed and ports plugged.

5.9.9. The full throttle stop bracket may be modified to allow for full throttle operation.

5.9.10. Throttle plate screws shall be "as supplied" from Bocar, no grinding, filing or trimming on these screws, NO EXCEPTIONS.

5.9.11. NO OTHER TOOLING OR MODIFICATIONS ARE PERMITTED. REBUILDING IS NOT AN EXCUSE FOR MACHINING, MODIFYING OR CHANGING ANY DIMENSIONS OR ANY COMPONENT OF THE CARBURETOR, NO EXCEPTIONS.

5.9.12. Carburetor dimensions: Specifications listed herein are for checking purposes only. Re-working of the Bocar PCIT/3 to meet

or maximize these specifications is strictly prohibited.

Throttle plate thickness: .055" Minimum

Throttle shaft thickness: .210" Minimum

Venturi/Choke inside dimension: 26 mm Maximum

5.10. Intake Manifold

5.10.1. The intake manifold shall consist of standard VW Type 1 1600 (1584 cc) twin port components, or direct replacement, unless stated otherwise in the following rules.

5.10.2. The heat sink casting may be removed or modified.

5.10.3. Other EXTERNAL modifications to the cast sections are permitted for clearance purposes, provided no performance advance results.

5.10.4. The standard 1600 manifold end castings must be untouched internally other than for the purpose of port matching.

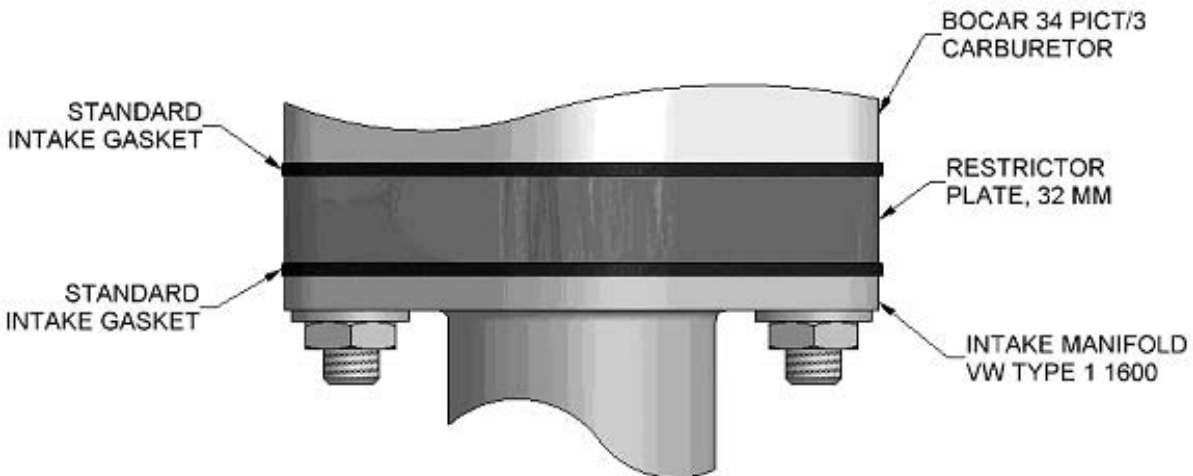
5.10.5. Port matching to a depth of 1.0" into the manifold casting from the manifold/head joining surface is permitted.

5.10.6. **The official Formula First 32 mm restrictor plate must be installed per the following instructions listed.** Absolutely no modifications are permitted to the restrictor plate. Any defects or marks on the blue anodize is not allowed and must be exchanged immediately for a new official Formula First 32 mm restrictor plate.

5.10.6.1 **The official Formula First 32 mm restrictor plate must be installed/assembled exactly in the following order, using only the listed parts.** No exceptions allowed.

1. Intake manifold
2. (1) Standard VW (or direct replacement) carburetor gasket
3. Official Formula First 32 mm restrictor plate
4. (1) Standard VW (or direct replacement) carburetor gasket
5. Bocar 34 PICT/3

5.10.6.2. Installation diagram supporting 5.10.6.1.



5.10.6.3. Any Formula First car may be subject to a "spot check" for restrictor plate compliance. A spot check may be visual or may require a vacuum leak check performed as follows:

1. Run engine at 2500 RPM
2. Seal the carburetor air inlet
3. Engine must stall within 4 seconds

5.10.7. All intake manifold vacuum fittings or ports must be plugged.

5.11. Engine cooling system.

5.11.1. The air-cooling system for cylinders and cylinder heads is free, subject to limitations on bodywork. See 5.7.7. with respect to oil coolers and lines.

5.12. Exhaust System

5.12.1. The exhaust system is free, but must comply with SCCA and local noise requirements and with overall body dimensions requirements.

5.13. Electrical System

5.13.1. 12-volt electrical systems shall be used.

5.13.2. The distributor must be a standard VW mechanical advance distributor, or Bosch 009, or a replacement replica, with the following modifications permitted.

5.13.3. The advance curve may be adjusted.

5.13.4. Standard Bosch or replica points may be replaced with an electronic replacement points set (Pertronix, Comp-U-Fire, etc.). The replacement set must be totally within the distributor.

5.13.5. Any coil is permitted.

5.13.6. Any 12v on-board automotive starter capable of starting the engine from the driver's compartment is permitted.

5.14. Other non-standard components.

5.14.1. Use of the following non-standard replacement parts is permitted provided that no unauthorized modification of any component results: Any fasteners (nuts, bolts, screws, etc); wiring; gaskets and seals; fuel line; spark plugs; piston rings; fan belt; and connecting rod bearings, camshaft bearings, and crankshaft main bearings, provided the bearings are of the same type and size and VW standard or oversize bearings.

6. Transaxle

6.1. The standard VW Type 1, 2 or 3 swing axle type transaxle must be used in standard configuration unless stated otherwise in these rules. All five gears (including reverse) must be operable, and controllable from the driver's seat. Synchromesh must be operating on all four forward gears. A direct replacement transmission case, VW part # 081-301-051, or replacement replica, "Rhino" case is permitted.

6.2. Shock damper mounts may be modified or removed.

6.3. Transmission shall not be installed in an inverted position.

6.4. The crown wheel must be transposed in the transmission case.

6.5. The differential cannot be modified in any way to limit its normal function. Torque biasing, limited slip, and locked differentials are prohibited.

6.6. The following gear ratios must be used with the 1600(1584) engine:

1 - 3.80; 2 - 2.06; 3 - 1.26; 4 - 0.89; differential 4.125

7. Frame and Body

7.1. Frame

7.1.1. The frame shall be constructed of steel tubing with a maximum cross section of 4". The driver's feet shall not extend forward the rear edge of the front axle beam tubes.

7.1.2. No frame/chassis rigidity or strength shall be derived from anything other than the steel frame tubes. No stressed skin, monocoque, or semi-monocoque construction is permitted.

7.1.3. The firewall panel must extend the full width of the cockpit and be at least equal to the top of the carburetor in vertical height from the floor pan may be rigidly attached to the frame tubes.

7.1.4. The undertray(s) or belly pan(s) shall be rigidly attached to the frame provided that the curvature of said undertray(s), measured vertically from the lowest point to its highest point at its attachment point to the frame rail member at its sides, shall not exceed 1" and have no downward turned edges. Undertray(s) or belly pan(s) shall not extend more than ¼" beyond the vertical line of the closest mating bodywork.

7.1.5. The area between the upper and lower main frame tubes, or at least 14" above the undertray(s) or belly pan(s) whichever is greater, from the front roll hoop bulkhead to the main roll hoop bulkhead shall be protected by one of the following methods to prevent the intrusion of objects into the side of the cockpit area. For either method, fasteners shall be no closer than an average of 6" centers (no stress bearing panels). The material used for chassis braces in this area shall be at least equivalent to roll hoop brace material.

7.1.5.1. Panel(s): Minimum of either .060" aluminum (6061 T-6 or equivalent) or 18 gauge steel attached outside of the main frame tubes.

7.1.5.2. Reinforced Body: Minimum 2-layers of 5 oz. bi-directional Kevlar material laminated to the inside of the bodywork and securely fastened to the frame.

7.1.6. A crushable structure or crush box must be rigidly attached to the H-beam and/or frame with a minimum cross section of 200

cm sq (31" sq), at least 40 cm (15.75") forward of the clutch and brake pedals (not depressed), constructed of a minimum of 18 gauge (.052" or 1.3 mm) 6061-T4 or equivalent aluminum must be used on all Formula First cars.

7.2. Body

7.2.1. The body shall be constructed of fiberglass, aluminum, steel, Kevlar, carbon fiber or any combination thereof.

7.2.2. The body must not be rigidly attached so as to form part of the structural integrity of the car.

7.2.3. Rear (Tail) Bodywork: The rear bodywork shall extend from the firewall to a point at least 16" aft of the rear axle centerline.

7.2.4. Front (Nose) Bodywork: Any bodywork forward of the front beam torsion spring tubes shall have a maximum width of 31.75" (80.65 cm)

7.2.5. Main (Center) Bodywork: No part of the frame or bodywork shall project beyond a plane connecting the vertical centerline of the front and rear tires. Fuel filler necks, caps or lids shall not protrude beyond the bodywork of the car. The bottom of any bodywork that extends below the frame members shall be on the same flat plane as the undertray and shall not deviate from that flat plane by more than 1".

7.2.6. Cockpit Opening: The driver's seat shall be capable of being entered without the removal or manipulation of any part or panel (except for a removable steering wheel and removable cockpit padding). The cockpit opening of the bodywork shall have the following minimal dimensions: Length: 60cm (23.622 inches) Width: 45cm (17.717 inches). This width extends over a length of 30cm (11.811 inches) minimum. This minimal rectangular opening may exist anywhere forward of the bracing, and required padding will not be considered in these dimensions.

7.2.7. Air Ducting: Air ducts may be installed for the purpose of delivering air to, or extracting air from the cylinders, cylinder heads, oil cooler and/or carburetor. Air duct opening(s) may be located within the cockpit area and/or penetrate the firewall provided the duct(s) design and construction would prohibit flame and debris from reaching the driver.

7.2.8. Aerodynamic Devices: Wings are prohibited. Any device specifically designed to use air speed to create aerodynamic downforce is prohibited.

Grand Touring

Item 1. Effective 11/1/08: Change the first sentence of section 9.1.2.F.4.e.10 as follows:

Any readily available manual transmission having no more than six (6) *forward speeds in GT2 and five (5) forward speeds in GT3 and Lite* and a functional reverse speed may be used, provided that it is fitted in the same basic location used in the standard production automobile.

RECOMMENDATIONS TO THE BoD

None

MEMBER ADVISORIES

FF – The Formula advisory committee is reviewing the FF bodywork and aero issues. The CRB advises entrants not to make liberal interpretations of the existing rules, pending clarification of the current wording.

American Sedan – The CRB and AS advisory committee are finalizing the classifications for late model Touring 2 cars in American Sedan. In general the classifications will allow for AS rules except for the drive train, which will follow T2 rules. The complete details will be published in an upcoming FasTrack. The classification list will include at a minimum the following cars:

 Camaro / Firebird (96-02) @ 3680 lbs

 Ford Mustang Cobra (96-02) @ 3480 lbs

 Pontiac GTO (04-06) @ 3680 lbs

Touring – The CRB welcomes comments regarding the use of restrictors to limit engine power to permit suspension enhancements (springs and sway bars) on Touring cars without changing the current performance level. This would change high horsepower, poorly handling cars into lower horsepower, better handling car. This would match how cars achieve their lap times.

NEW CAR CLASSIFICATIONS

GTL – Triumph Spitfire bodywork

GTL – Honda Civic Del Sol

GTL – Toyota Celica bodywork

ITR – Chevrolet Camaro add the 1996 and 00-02 model years

ITR – Pontiac Firebird add the 1996 and 00-02 model years

ITA – Mazda Protégé (01-03)

ITC – Mazda Protégé (90-94)

EP – BMW Z3 2.8L

EP – Honda S2000

FP – Fiat X/1-9 & Bertone 1300

SSB – Honda Civic Si add the 2008 model year

T1 – Shelby Mustang GT500 (effective 11/1/08)

REFERRED or TABLED

Formula/Sports Racer

FE – Change name of FSCCA to Formula Enterprises (Skirmants). Tabled for further discussion.

Grand Touring

1. GT – Allow hood bulge where needed and remove spec line allowances (Patten). Tabled for further research.
2. GT1 – Clarify LS1 engine allowance (Sloma). Tabled for further review.
3. GT1 – Classify the Ford Fusion bodywork (Yozamp). Tabled for further review.
4. GT2 – Adjust the weight of the VQ30 to 2,180 lbs (Mason). Tabled for further discussion.
5. GT3/L – Allow wings and splitters (various 4 letters). Tabled for further discussion.
6. GTL – Classify the Lotus Elise (Brown). Tabled for further research.

Improved Touring

1. IT – Allow alternate fuel injectors (Ellis-Brown). Tabled for further review.
2. ITR – Classify V8 Camaros and Mustangs (various 4 letters). Tabled for further review.
3. ITS – Change the 1989 Porsche 944 compression to 10.9:1 (VanSteenburg). Tabled for further research.

Production

1. P – Classify the 2001-2 Neon (Hazlett). Tabled for further specs
2. HP – Reduce the BMW 1600 weight (Simpson). Tabled for further research.

Touring/Showroom Stock

1. T2 – Allow Mitsubishi Lancer Evo a larger tire and alternate suspension (Moses). Tabled in January for identification of parts and specifications.
2. T3 – Separate the S2000 spec line and add the CR model to the 2004-7 listing (Niffenegger). Tabled for further research and discussion.
3. T/SS – Classify the diesel VW (Mathes). Tabled for the VTS sheet.
4. SSB – Allow the Celica GTS a limited slip (Fondakowski). Tabled for further research.

Spec Miata

Allow 1993 LE/R tie rod ends (Disque). Tabled for further research.

NOT RECOMMENDED

GCR

1. Require a race schedule order (Zekert). We do not want to mandate schedules or remove flexibility.
2. Add a .05 tolerance to chokes/restrictors/throttle bores (LeCain). The measurement exceeds the maximum tolerance.

Formula

1. FB – Do not include endplates in the front wing length (4 letters). The recent clarification is correct as written.
2. FC – Restrict the number of Zetec engine builders (Nicholas). FC is not a spec class.
3. F500 – Allow 3 in. rubber pucks (Murphy). There is insufficient support for the change.
4. DSR – Increase the chain drive weight to 1,000 (Montalvo). The current weight specification is adequate.

Grand Touring

1. GT1 – Allow carbon brake rotors (Jung). The rules are adequate as written.
2. GT1 – Allow weight reduction for using smaller tires/wheels (Jung). The rules are appropriate for the class.
3. GT1 – All the RX-7 a splitter (Jung). We wish to keep the body requirements consistent across the models.
4. GT2 – Eliminate IRS weight penalty (Tambourine). The rules are adequate as written.
5. GT2 – Eliminate the sequential transmission weight penalty (Tambourine). The rules are adequate as written.
6. GT2/3 – Combine GT 2 and GT3 with BP and DP (Lustig). We previously considered this consolidation.
7. GT3 – Classify the E36 BMW w/1798 cc in GT2 (DesJardin). The engine size is inappropriate for the class.
8. GT3 – Classify the VW 1855 engine in GT3 (Ricker). The engine is well below the parameters of the other vehicles in the class.
9. GTL – Classify the Nissan 350Z (Burke). We do not wish to classify cars associated with larger displacement engines in a class such as GTL with smaller displacement engines.
10. GTL – Allow the L16 engine with the L18 stroke (Gough). The L18 is classified in GTL.
11. GTL – Allow larger SIRs for tub cars (Church). We do not differential between tube frame and tub based cars.
12. GTL – Increase the SIR for the 1488 cc A15 to 26 mm (Birk). We have made changes to the class and wish to monitor the results.
13. GTL – Classify all Z and ZX series Nissans (Welling). We do not wish to classify cars associated with larger displacement engines in a class such as GTL with smaller displacement engines.
14. GTL – Classify the RX-8 body (Hahn). We do not wish to classify cars associated with larger displacement engines in a class such as GTL with smaller displacement engines.
15. GTL – Rescind the weight changes and make SIR adjustments (Birk). We wish to monitor the results of the changes.

Improved Touring

1. IT – Allow alternate material body panels (Ira). Alternate panels are inconsistent with the class philosophy.
2. IT – Help carbureted cars (Jordan/Harlan). Carbureted cars are already allowed multiple changes from stock.
3. IT – Allow remote reservoir shocks with only two adjustments (Baader). This is inconsistent with the class philosophy of keeping costs low.
4. IT – Allow alternate materials for door panels (Brasch). The rule is adequate as written.
5. ITA – Classify the 1988-91 Honda CRX HD 1.5 L in ITA (Beyer). The car is classified in ITB.
6. ITA – Reduce the weight of the 1.6 Miata (Whitton). The specs are appropriate as listed.
7. ITA – Reduce the weight of the DOHC Neon Coupe by 200 lbs (Thompson). The weight is appropriate as listed.
8. ITA – Review the classification of the 1996 BMW Z3 1.9 L (Breault). The car is classified appropriately.
9. ITB – Correct the compression ratio of the Golf to 9.6:1 (Moore). The specs are correct based on the factory manual.
10. ITB – Review the Golf III (Gran). The specs are appropriate for the class.
11. ITC – Change or remove the 6 in. wheel limitation (Luke/McKinley). The rule is adequate as written.
12. ITR – Reduce the weight of the S2000 (Swan). The weight is appropriate as listed.
13. ITS – Add the 318i to the 325i spec line and allow updating/backdating (Staub). We have proposed a change that would no longer require the VIN.

Production

1. P – Allow alternate side impact design (Larsen). The rules are adequate as written.

2. P – Allow additional updating and backdating beyond individual spec lines (Root). The rules are adequate as written.
3. P – Clarify that 2-piece main caps are legal (Bartell). The rule is adequate as written.
4. P – Clarify air cooler ducting requirements (Fallandy). The rule (section 9.1.5.E.9.a.10.B) is adequate as written.
5. EP – Increase the valve lift for the 1987-91 BMW 325 to .450 in. (Smith). We have made change to the car and wish to monitor the results.
6. EP – Increase the Lotus Europa weight to a realistic number (Savage). The specs are appropriate as listed.
7. HP – Allow side drafts on the BMW 1600 (Simpson). We have made changes and wish to monitor the results.
8. HP – Increase the compression ratio of the BMW 1600 (Simpson). We have made changes and wish to monitor the results.
9. HP – Allow GT6 brakes on the Spitfire (Feller). We wish to monitor the car at its new weight classification.

Touring/Showroom Stock

1. T1 – Review the 2008 C6 weight (Ingle). The weight is appropriate as listed.
2. T3 – Reduce the weight of the S2000 (Costello). We have made changes and wish to monitor the results.
3. SSB – Reclassify the Mazda 6 (Franco-Trujillo). The car fits the performance parameters of the class.
4. SSB – Allow 18 x 7 wheels on the Mazda 6 (Franco-Trujillo). The specs are appropriate as listed.
5. SSB – Allow automatic transmissions for the Mazda 6 (Franco-Trujillo). Automatic transmissions are reviewed on an individual basis as needed per section 9.1.7.E.24.
6. SSC – Combine the Nissan Sentra SER Spec V spec lines (Lipperini). The classification is appropriate as listed.
7. SSC – Reduce the weight of the reclassified Subaru Impreza (Lipperini). The car fits the performance parameters of the class.
8. SSC – Reduce the weight of the 2002-3 Civic (Lipperini). The car fits the performance parameters of the class.

Previously Addressed

Addressed in the 2008 GCR:

Define “valance” (Sirota/Badder).

Addressed in Technical Bulletin 08-03 or the March 2008 FasTrack:

GT1 – Reconsider changes to ACP bodywork (5 letters).

Addressed in Technical Bulletin 08-02 or the February 2008 FasTrack:

1. HP – Various competition adjustment requests for the 510 (Brydebell).
2. T3 – Allow the Scion tC the supercharger kit (McCaughey).
3. SSB – Reclassify the 2001-05 Miata to SSC (Zink/Etherington).

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

1. GTL – Create a weight to SIR size compensation (Gough).
2. GTL – Classify the Mazda RX-3 body (Mills).
3. GTL – Classify the 1979-85, 1986-91, and 1993-95 Mazda RX-7 bodies (Hahn).
4. GTL – Classify the RX-2 and RX-3 bodies (Hahn).

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

GTL – Classify the Sprite/Midget (Dewitt).

No Action Required

GCR

1. Allow alternate fuels (Lipperini). Thank you for your input. The national staff is researching fuels.

2. Allow Halotron 1 extinguishers (Drommer). Thank you for your input. We are looking at these extinguishers for future approval.
3. Class input (Tolman). Thank you for your input.
4. Driver suit input (3 letters). Thank you for your input.
5. Support for including FB at the 2008 Runoffs (4 letters). Thank you for your input.
6. Club racing input (Holbrook). Thank you for your input.
7. Regional/national input, Runoffs input (Butler). Thank you for your input.
8. Support for reducing the number of classes (Orean). Thank you for your input.

Formula/Sports Racer

1. FE – Make provisions for a transponder (Kelly). Thank you for your input. Transponders operate through fiberglass.
2. F500 – Do not change the suspension rules (Eckles). Thank you for your input.
3. FS – Opposition to Formula First (Johnson). Thank you for your input.
4. FV – Support for removal of the front droop limiter horn (12 letters). Thank you for your input.
5. FV – Opposition to removal of the front droop limiter (19 letters). Thank you for your input.
6. Clarify the rocker arm requirements (Livermore). Appendix C. specifies the tolerance for such parts.
7. FV – Give the emulsion tube the same considerations as a jet (various 3 letters). Thanks for your input.

Grand Touring

1. GT1 – Support for wing height changes (Sloma). Thank you for your input.
2. GT1 – Support for common diffuser requirements (Sloma). Thank you for your input.
3. GT2 – Support for wings in GT2 (Sanda). Thank you for your input.
4. GTL – Opposition to the 12A in GTL (Alexander). Thank you for your input.
5. GTL – Opposition to GT2/GT3 bodies in GTL (Winter/Alexander). Thank you for your input.
6. GTL – RX-7 classification input (Lentz). Thank you for your input.
7. GTL – X1/9 input (Roberts). Thank you for your input.
8. GTL – GTL concerns (Hargrove). Thank you for your input.
9. GTL – GLT rules adjustments input (4 letters). Thank you for your input.
10. GTL – Opposition to the 350Z in GTL (Patten). Thank you for your input.
11. GTL – Rescind the weight changes to 4-valve cars (Bovis). Thank you for your input.

Improved Touring

1. IT – Support for eliminating VIN rule (5 letters). Thank you for your input.
2. ITR – Do not allow V8s in ITR (Roth). Thank you for your input.
3. ITR – Support for allowing V8s in ITR (Childs). Thank you for your input.

Production

1. EP – Opposition to reclassification of Lotus Europa (Savage). Thank you for your input.
2. EP – Upset with timing of Volvo reclassifications (Chaney/Broring). Thank you for your input.

Touring/Showroom Stock

1. T1 – The CRB would like to correct a misprint that was published in the February FasTrack. A request from Mr. Ingle was submitted to raise the weight of the C6 Corvette and not the C5 Corvette. We sincerely apologize for any harm this mistake may have caused.
2. T2 – Restrict the Solstice more (Hermes). Thank you for your input.
3. T2 – Reduce the Solstice GXP tire size (Peter). Thank you for your input.
4. T/SS – Opposition to T/SS classes limited to current cars (4 letters). Thank you for your input.
5. T/SS – Support for T/SS classes limited to current cars (Lipperini). Thank you for your input.

Spec Miata

1. Allow open tires (Buck). Thank you for your input.
2. Opposition to new track rule (Buck). Thank you for your input.
3. Shock spacer dimensions input (Zimmerman). Thank you for your input.

Resumes

IT – Matt Miskoe – Thank you for your resume. We will keep it on file.

CLUB RACING IMMEDIATE RULE REVISION

To: Competitors, Stewards, and Tech Inspectors
From: Jeremy Thoennes
Re: Immediate Rule Revision
Date: January 22, 2008

The Club Racing Board approved the following revision by email on January 22, 2008. The Board has invoked GCR section 1.2.2.A to make this revision effective immediately.

Grand Touring

GT1

Section 9.1.2.E.1.c, p. 265, Corvette C6 (bodywork only) (05-), change the last sentence to read as follows: Effective 4/1/08 the front undertray and diffuser included in the ACP kit shall be replaced with an undertray compliant with the GT1 rules. The ACP front diffuser may be used until this date with a 50 lb. weight penalty. Effective 6/1/08 the rear fascia and diffuser included in the ACP kit must be replaced with bodywork compliant with the GT1 rules. The ACP rear fascia and diffuser may be used until this date with a 50 lb. weight penalty. Front and rear diffuser included in ACP kit shall not be utilized – undertray must comply with GT1 rules.

CLUB RACING TECHNICAL BULLETIN

DATE: February 6-10, 2008

NUMBER: TB 08-03

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 3/1/08 unless otherwise noted.

GCR

1. Section 8.4.3, p. 70, change the third sentence to read as follows: The Notice of Appeal shall be U.S. Government postmarked or registered with a carrier service (e.g. UPS, Federal Express) or by Express Mail, fax or email within ten (10) days after the announcement of the decision being appealed has been given to the appellant. Include the appropriate appeal fee of \$175, payable to SCCA, Inc. *If you fax or email your appeal, include a Visa or MasterCard account number to which your appeal will be billed.*
2. As approved by the BoD in this FasTrack; effective upon publication, correct the first Note of section 9.1.12, p. 75, to read as follows: **Note 1:** For the purposes of this section, “entrants” shall be defined as drivers classified in the final official race results of National races as finishers, did-not-finish (DNF), *did-not-start (DNS)*, or disqualified (DQ). ~~Drivers classified as did not start (DNS) shall not count as entrants.~~
3. Section 9.3.19.B, p. 81, add to the end of the first sentence as follows: *...or British Standards Institute BS6658-85 type A/FR.*
4. Clarify section 9.3.40, p. 90, by changing the second sentence to read as follows: ~~In cases where the seat is upright~~ *The back of the seat shall be firmly attached to the main roll hoop, or its cross bracing, so as to provide aft lateral support.*
5. Section 9.4.E.3.a, p. 97, add to the end of first sentence as follows: *Mounting plates welded to the structure of the car shall not be less than .080 inches thick nor more than 0.25 inches thick.*
6. Section 9.4.E.3.b, p. 98, add the following after the first sentence: *Mounting plates shall not be more than 0.25 inches thick.*
7. As approved by the BoD in this FasTrack; effective upon publication, add the following before the last sentence of the first paragraph in section 9.4.5, p. 100: Closed cockpit sports racer cages may be constructed in accordance with 9.4. ROLL CAGES FOR GT AND PRODUCTION BASED CARS.
8. Section 9.4.5.G.1.C, p. 104, change the parenthetical “honeycomb” to “e.g. honeycomb”.
9. Appendix B – Glossary, clarify the definition of Ferrous, p. 117, to read as follows: Ferrous – An alloy containing *more than 50%* iron.
10. Appendix B – Glossary, clarify the definition of Girdle, p. 119, ~~A An engine component whose purpose is the structural reinforcement of the bottom end of an engine block. by the replacement of~~ *It either replaces the main bearing caps with a continuous*

block of material containing equivalent bearing mounts or it is a continuous block of material that mates with the existing main bearing caps (which may be machined to achieve the mating).

- Appendix B – Glossary, p. 133, add a new definition as follows: *Turbo inlet restrictor* – A system to limit engine performance that meets the following criteria: The inlet restrictor shall be placed within 50mm of the rotating section (impeller assembly) of the pressurizing unit. The inlet restrictor shall have a single, circular opening through which all inlet air passes. The maximum ID of the restrictor is listed on the vehicle's spec line. The restrictor's maximum ID must be maintained for a minimum length of 3mm. There shall be no other provisions for airflow to the turbocharger other than through this single orifice.

Note – For more info please visit: www.isiaz.com/turbochargerrestrictors

Formula

FV

- As approved by the BoD in this FasTrack; effective upon publication, change section 9.1.1.C.3.a.8, p. 203, to read as follows: The rubber portion ~~only~~ of the bump stop and ~~any portion or all of the bump stop horn~~ may be ~~altered or~~ removed up to its base at the beam upright.
- Clarify section 9.1.1.C.5.D.19, p. 208, by adding to the first sentence as follows: Fitting of any standard Solex 28 PCI or 28 PICT carburetor and any jets and emulsion tube may be used.
- Clarify section 9.1.1.C.5.D.19.f, p. 208, by adding to the first sentence as follows: Carburetor body: The removal of mold flashing from ~~internal~~ cast surfaces, including the emulsion tube carrier (holder), is permitted, but no additional material is to be removed from the casting in the area of the bore, emulsion tube carrier, or any carrier supports. The emulsion tube carrier (holder) must not be otherwise modified.

Grand Touring

GT1

- As approved by the BoD in this FasTrack; effective upon publication, add a new section 2. to section 9.1.2.D.3.d, p. 252, to read as follows:
- Mid-engine vehicles may use an electric water pump.*
- As approved by the BoD in this FasTrack; effective upon publication, change section 9.1.2.D.8.k.2.F, p. 259, to read as follows: Wing mounting specs: The entire wing assembly must be mounted ~~at least 2.00 inches~~ below the peak of the roof (measured at the highest point of the roof ~~vehicle centerline~~). Trailing edge of wing assembly must be located within an area defined by a point; 6" forward of rearmost bodywork and the rearmost bodywork (measured at vehicle centerline). Two wing mounting posts must be used, with each one located between 16"-20" inboard from end of wing. *The exposed portions of the wing mounting posts shall not exceed 85 square inches each.* Max. wing angle from horizontal is 30-degrees.

GT2

- As approved by the BoD in this FasTrack; effective upon publication, change section 9.1.2.F.4.b.13, p. 271-272, as follows (portions omitted remain unchanged): A spoiler or a Club Racing specified rear wing for GT2 may be fitted to the rear of the car. Note: O.E.M. rear spoilers and wings are not permitted unless specifically listed on the vehicle's specification form.

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

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

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

- Specifications: Unmodified single element Liebeck airfoil #1LD104E scaled to a chord length of 10.75 inches. The maximum cross-sectional tolerance of the wing profile is 0.060 inch. A maximum 0.50 inch Gurney tab is allowed at the trailing edge of the wing element. The tab must be mounted 90 degrees to the upper wing surface. No air may pass between the tab and the wing. The wing end plates must fit within a rectangle measuring 11.00 inches long by 4.00 inches tall. No portion of the wing element or tab may extend beyond the perimeter of the endplate. The endplates must be mounted parallel to the vehicle centerline, and must be perpendicular to the ground. Endplates must be flat, with no curvature or Gurney tabs. The maximum width of the entire wing assembly (wing element, endplates, Gurney tab, and mounting hardware) is 68.00 inches, but no wider than the rear body width including fender flares.*
 - Wing mounting: The entire wing assembly must be mounted below the highest point of the roof or roll cage main hoop whichever is higher measured at the highest point. The trailing edge of the wing assembly must be located within an area defined by a point; 6" forward of rearmost bodywork and the rearmost bodywork measured at vehicle centerline. Two wing mounting posts must be used, with each one located between 8"-20" inboard from end of wing. The exposed portion of the wing mounting posts shall not exceed 85 square inches each. The maximum wing angle from horizontal is 30-degrees.*
- As approved by the BoD in this FasTrack; effective upon publication, change section 9.1.2.F.4.b.12, p. 271 to read as follows: A spoiler may be fitted to the front of the car. It shall not protrude beyond the overall outline of the car as viewed from above except in GT2 where a front splitter may extend up to three (3) inches. In all classes, the spoiler shall not extend aft of the forward most part of the front fender opening (cutout), and shall not be mounted...
 - Cars – PORSCHE, p. 291, correct the 996 GT3 Cup specs by adding to the Notes as follows: The stock unmodified fuel tank is allowed.

GT3

- Engines – NISSAN, p. 305, change the specs for the L20 w/ Z22 block to read as follows: Weight(lbs): 1830.
- Engines – PORSCHE, p. 307, add to the specs for the 2992cc engine as follows: Notes: OEM 2-valve air cooled heads may be modified to utilize two (2) spark plugs per cyl.
- Classify the Toyota 7AFE engine in GT3.

Add new spec line to GTCS, p. 309, Engines – TOYOTA, Engine Family: 7AFE, Engine Type: DOHC, Bore x Stroke(mm): 81.0 x 85.4,

Displ.(cc): 1762, Head Type: Alum, Crossflow, Valves/Cyl.: 4, Fuel Induction: 33mm SIR, Weight(lbs): 1950, Notes: Alternate heads 11101-16010 and 11101-16030.

4. Classify the Toyota 1ZZ engine in GT3.

Add new spec line to GTCS, p. 309, Engines – TOYOTA, Engine Family: 1ZZ, Engine Type: DOHC, Bore x Stroke(mm): 79.0 x 91.5, Displ.(cc): 1794, Head Type: Alum, Crossflow, Valves/Cyl.: 4, Fuel Induction: 33mm SIR, Weight(lbs): 1950.

GTL

1. Engines – ALFA, p. 313, add to the specs for the 1779cc engine as follows: Notes: Alt. Head: 19510-01053-04 (twin plug).
2. Classify the Triumph Spitfire bodywork in GTL.
Add new spec line to GTCS, p. 314, Cars – BLMI, Model: Triumph Spitfire, Body Style: 2dr, Driveline: RWD, Wheelbase(in): 83.0.
3. Classify the Triumph 1296cc engine in GTL.
Add new spec line to GTCS, p. 314, Engines – BLMI, Engine Type: OHV, Bore x Stroke(in): 2.90 x 2.992, Displ.(cc): 1296, Head Type: Iron, Non-Crossflow, Valves/Cyl.: 2, Fuel Induction: Unrestricted, Weight(lbs): 1730, Notes: RWD add 50 lbs.
4. Classify the Triumph 1493cc engine in GTL.
Add new spec line to GTCS, p. 314, Engines – BLMI, Engine Type: OHV, Bore x Stroke(in): 2.90 x 3.44, Displ.(cc): 1493, Head Type: Iron, Non-Crossflow, Valves/Cyl.: 2, Fuel Induction: 25mm SIR, Weight(lbs): 1780, Notes: RWD add 50 lbs.
5. Engines – FORD, p. 317, change the specs for the Zetec series engine to read as follows: Weight(lbs): 2050.
6. Classify the Honda Civic Del Sol bodywork in GTL.
Add new spec line to GTCS, p. 317, Cars – HONDA, Model: Civic Del Sol, Years: 93-97, Body Style: 2dr, Driveline: FWD, Wheelbase(in): 93.3.
7. Cars – HONDA, p. 317, CRX (84-87), add to the Notes as follows: Hood bulge permitted, no openings.
8. Cars – HONDA, p. 317, Civic (84-87) 2dr, 3dr, add to the Notes as follows: Hood bulge permitted, no openings.
9. Cars – HONDA, p. 317, Civic (84-87) 4dr, add to the Notes as follows: Hood bulge permitted, no openings.
10. Engines – HONDA, p. 318, change the specs for the B18 series engine to read as follows: Weight(lbs): 2050.
11. Engines – MAZDA, p. 320, change the specs for the 1839cc engine to read as follows: Weight(lbs): 2050.
12. Classify the Nissan GA16 series engine in GTL.
Add new spec line to GTCS, p. 321, Engine Family: GA16DE, Engine Type: DOHC, Bore x Stroke(mm): 76.0 x 88.0, Displ.(cc): 1597, Head Type: Alum, Crossflow, Valves/Cyl.: 4, Fuel Induction: 24mm SIR, Weight(lbs): 2000.
13. Classify the Toyota Celica bodywork in GTL.
Add new spec line to GTCS, p. 325, Cars – TOYOTA, Model: Celica, Years: 00-05, Body Style: 2dr, Driveline: FWD, Wheelbase(in): 102.4 / 93.7.
14. Classify the Toyota 7AFE engine in GTL.
Add new spec line to GTCS, p. 326, Engines – TOYOTA, Engine Family: 7AFE, Engine Type: DOHC, Bore x Stroke(mm): 81.0 x 85.4, Displ.(cc): 1762, Head Type: Alum, Crossflow, Valves/Cyl.: 4, Fuel Induction: 24mm SIR, Weight(lbs): 2050.
15. Classify the Toyota 1ZZ engine in GTL.
Add new spec line to GTCS, p. 326, Engines – TOYOTA, Engine Family: 1ZZ, Engine Type: DOHC, Bore x Stroke(mm): 79.0 x 91.5, Displ.(cc): 1794, Head Type: Alum, Crossflow, Valves/Cyl.: 4, Fuel Induction: 24mm SIR, Weight(lbs): 2050.
16. Engines – VOLKSWAGEN, p. 327, change the specs for the 1471cc engine to read as follows: Weight(lbs): 1850.
17. Classify the Volkswagen 1457cc engine in GTL.
Add new spec line to GTCS, p. 327, Engine Family: water cooled, Engine Type: SOHC, Bore x Stroke(mm): 79.5 x 73.4, Displ.(cc): 1457, Head Type: Alum, Non-Crossflow, Valves/Cyl.: 2, Fuel Induction: 25mm SIR, Weight(lbs): 1850.
18. Engines – VOLKSWAGEN, p. 327, change the specs for the 1780cc (16 valve) engine to read as follows: Weight(lbs): 2050.

Improved Touring

1. Clarify section 9.1.3.B, p. 329, by changing the last sentence to read as follows: Other than those specifically allowed by these rules, no component or part normally found on a stock example of a given vehicle may be disabled, altered, or removed ~~for the purpose of obtaining any competitive advantage.~~
2. Correct section 9.1.3.D.1.s, p. 334, by deleting in its entirety: ~~The engine management computer or ECU may be altered provided that all modifications are done within the original housing.~~
3. Section 9.1.3.D.5.b.2, p. 335, clarify by adding the following to the end of the section: *External adjustments of shock control shall be limited to two (2).*
4. Section 9.1.3.D.5.c.1, clarify the section by changing the first sentence to read as follows: Any anti-roll bar(s), traction bar(s), pan-hard rod or watts linkage may be added, *removed* or substituted, provided its/their installation serves no other purpose.
5. Section 9.1.3.D.9.f, p. 340, clarify by changing to read as follows: Carpets, center consoles, floor mats, headliners, sun roof liner and frame, dome lights, grab handles, and their insulating, attaching or operating mechanisms may be removed. *Sound deadening (melt sheets) and undercoating may be removed.* Door interior trim panels may be replaced with 0.060" – 0.065" aluminum securely attached to the door. All other interior trim panels, except the dashboard, may be removed. Other than to provide for the installation of required safety equipment or other authorized modifications, no other driver/passenger compartment alterations or gutting are permitted.

ITR

1. Chevrolet Camaro (97-99), p. 343, correct the listing to include the 96-02 model years.
2. Pontiac Firebird (97-99), p. 344, correct the listing to include the 96-02 model years.

ITA

1. Classify the Mazda Protégé ES/LX (01-03) in ITA.
Add new spec line to ITCS, p. 355, Mazda Protégé ES/LX (01-03) Engine Type: 4 Cyl DOHC, Bore x Stroke(mm) / Displ.(cc): 83.0 x 92.0 / 1991, Valves IN & EX(mm): (I)31.5 (E)27.6, Comp. Ratio: 9.1, Wheelbase(in): 102.8, Wheel Dia.(in): 15/16, Gear Ratios: 3.31, 1.84, 1.31, 0.97, 0.76, Brakes Std.(mm): (F)259 Vented Disc (R) 259 Vented Disc, Weight(lbs): 2305.

ITB

1. Ford Pinto 2.3 (74-80), p. 361, change the specs to read as follows: Weight(lbs): 2340.
2. Pontiac Fiero 2.5 (84-87), p. 365, change the specs to read as follows: Weight(lbs): 2315.
3. Pontiac Fiero 2.5 (1988), p. 365, change the specs to read as follows: Weight(lbs): 2315.

ITC

1. Classify the Mazda Protégé SE/DX in ITC.
Add new spec line to ITCS, p. 370, Mazda Protégé SE/DX (90-94), Engine Type: 4 Cyl SOHC, Bore x Stroke(mm) / Displ.(cc): 83.0 x 85.0 / 1839, Valves IN & EX(mm): (I)30.0 (E)25.0, Comp. Ratio: 8.9, Wheelbase(in): 98.4, Wheel Dia(in): 13, Gear Ratios: 3.31, 1.83, 1.23, 0.91, 0.71, Brakes Std.(mm): (F)235 Vented Disc (R)200 Drum, Weight(lbs): 2375.

Prepared

1. Change the second bullet point of section 9.1.4.B, p. 375, to read as follows: ~~Currently classified~~ 1990 and newer World Challenge cars, using the vehicle's most recent VTS sheet. (GT cars in B Prepared and Touring cars in D.) 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.*

Production

EP

1. As approved by the BoD in this FasTrack, reclassify the Acura Integra (90-93) to FP at 2235 lbs. Note - the FP classification and specs were published in TB 08-01.
2. Alfa Romeo all Spider models (-94), p. 416-417, change the specs to read as follows: Weight(lbs): 1950.
3. BMW 2002/2002tii, p. 416-417, change the specs to read as follows: Weight(lbs): 2000.
4. BMW 318i & 320i, p. 416-417, change the specs to read as follows: Weight(lbs): 2000.
5. BMW Z3 1.9L, p. 418-419, change the specs to read as follows: Weight(lbs): 2000 *2050 **2100.
6. BMW 325i/is (E30) (84-91) (excl. conv.), p. 418-419, change the specs to read as follows: Weight(lbs): 2200 *2255 **2310.
7. BMW 318is (1991), p. 418-419, change the specs to read as follows: Weight(lbs): 2050 *2101 **2153.
8. BMW 318is E36 (92-95), p. 418-419, change the specs to read as follows: Weight(lbs): 2100 *2153 **2205.
9. Classify the BMW Z3 as a Level 2 car in EP.
Add new spec line to PCS-B, p. 418-419, BMW Z3 2.5L (97-00), Prep. Level: 2, Weight(lbs): 2650 *2716 **2783, Engine Type: 6 Cyl DOHC, Bore x Stroke(mm): 84.0 x 84.0, Displ.(cc): 2793, Block Mat'l: Iron, Head Mat'l: Alum, Valves IN & EX(mm): (I)33.0 (E)30.5, Carb. No. & Type: Fuel Injection, Wheelbase(in): 96.3, Track(F&R)(in): 59.8 / 60.5, Wheels(max): 16 x 7, Brakes Std.(mm): (F)300 Vented Disc (R)294 Vented Disc, Notes: Comp. Ratio limited to 12.0:1, Valve Lift limited to .500".
10. Chevrolet Cavalier 2.0 (82-87), p. 418-419, change the specs to read as follows: Weight(lbs): 2050.
11. Chevrolet Corvair Coupe (65-69), p. 418-419, change the specs to read as follows: Weight(lbs): 2200.
12. Dodge Omni GH1 2.2, p. 418-419, change the specs to read as follows: Weight(lbs): 2050.
13. Dodge Shelby Charger / Omni 024 (83-84), p. 418-419, change the specs to read as follows: Weight(lbs): 2000.
14. As approved by the BoD in this FasTrack; reclassify the Elva Courier Mk I, II, & III 1622 & 1798 to FP with the 1800cc engine at 1900 lbs and 1.5" carbs and the 1600cc at 1800 lbs.
15. As approved by the BoD in this FasTrack; reclassify the Elva Courier Mk III, IV 1800 & Mk IV R&C to FP at 1900 lbs and 1.5" carbs.
16. Fiat 124 Sport Spider 1600 & 124 Spider 2000, p. 420-421, change the specs to read as follows: Weight(lbs): 2050.
17. Ford Mustang 2.3 (79-93), p. 420-421, change the specs to read as follows: Weight(lbs): 2100 *2153 *2205.
18. As approved by the BoD in this FasTrack; reclassify the Honda Civic Si (88-91) to FP at 2075 lbs.
19. As approved by the BoD in this FasTrack; reclassify the Honda CRX Si (88-91) to FP at 2075 lbs.
20. Honda Prelude Si (p. 420-421, change the specs to read as follows: Weight(lbs): 2420 *2481 **2541.
21. Classify the Honda S2000 as a Level 2 car in EP.
Add new spec line to PCS-B, p. 420-421, Honda S2000 (00-03), Prep. Level: 2, Weight(lbs): 2520 *2583 **2646, Engine Type: 4 Cyl DOHC, Bore x Stroke(mm): 87.0 x 84.0, Displ.(cc): 1997, Block Mat'l: Alum, Head Mat'l: Alum, Valves IN & EX(mm): (I)36.0 (E)31.0, Carb. No. & Type: Fuel Injection, Wheelbase(in): 94.5, Track(F&R)(in): 62.1 / 63.7, Wheels(max): 16 x 7, Brakes Std.(mm): (F)300 Vented Disc (R)282 Solid Disc, Notes: Comp. Ratio limited to 12.0:1, Valve lift limited to .500".
22. Hyundai Tiburon FX 2.0L (97-98), p. 422-423, change the specs to read as follows: Weight(lbs): 2000 *2050 **2100.
23. Lotus / Caterham 7 America, p. 422-423, correct the specs to read as follows: Prep. Level: 2.
24. As approved by the BoD in this FasTrack; reclassify the Lotus Mk 46, 54, 65 Europa to FP at 1630 lbs.
25. As approved by the BoD in this FasTrack; reclassify the Lotus Super Seven Series Four to FP at 1810 lbs.
26. Mazda RX-2, p. 422-423, change the specs to read as follows: Weight(lbs): 1950 *1999 *2048.
27. Mazda MX-5 / Miata 1.6L (-93), p. 422-423, change the specs to read as follows: Weight(lbs): 2175.
28. Mazda MX-5 / Miata 1.8L (90-97), p. 422-423, change the specs to read as follows: Weight(lbs): Carb: 2175 F.I.: 2225.
29. Mazda MX-5 / Miata (99-02), p. 424-425, change the specs to read as follows: Weight(lbs): 2075 *2127 **2179.
30. Mazda RX-3 & 3SP (72-78), p. 424-425, change the specs to read as follows: Weight(lbs): 1950 *1999 **2048.
31. Mazda RX-7 (12A/13B) (79-85), p. 424-425, change the specs to read as follows: Weight(lbs): 12A: 2100 *2153 **2205 13B: 2190 *2245 **2300.
32. Mazda RX-7 (13B) (86-91), p. 424-425, change the specs to read as follows: Weight(lbs): 2300 *2358 *2415.
33. Mercedes-Benz 190E 2.3L (8-valve) (84-93), p. 424-425, change the specs to read as follows: Weight(lbs): 2100 *2153 **2205.
34. Mercury Capri 2.3 (79-86), p. 424-425, correct the specs to read as follows: Prep. Level: 2; change the specs to read as follows: Weight(lbs): 2100 *2153 **2205.
35. Nissan/Datsun 240-Z, p. 424-425, change the specs to read as follows: Weight(lbs): 2200 *2255 **2310.
36. Nissan/Datsun 260-Z, p. 426-427, change the specs to read as follows: Weight(lbs): 2300 *2358 **2415.

37. Nissan 200-SX SE-R, p. 426-427, change the specs to read as follows: Weight(lbs): 2150 *2204 **2258.
38. Nissan 240-SX / S13, p. 426-427, change the specs to read as follows: Weight(lbs): 2320 *2378 **2436.
39. Nissan NX-2000, p. 426-427, change the specs to read as follows: Weight(lbs): 2150 *2204 **2258.
40. Nissan Sentra SE-R (90-94), p. 426-427, change the specs to read as follows: Weight(lbs): 2150 *2204 **2258.
41. Nissan/Datsun HL510 (78-81), p. 426-427, change the specs to read as follows: Weight(lbs): 1900.
42. Porsche 914-6, p. 428-429, change the specs to read as follows: Weight(lbs): 1900.
43. Porsche 924, p. 428-429, change the specs to read as follows: Weight(lbs): 2050.
44. Porsche 944/924S 2.5L (2V) (83-88), p. 428-429, change the specs to read as follows: Weight(lbs): 2250 *2306 **2363.
45. Toyota MR-2, p. 428-429, change the specs to read as follows: Weight(lbs): 1950.
46. Triumph TR4A IRS, p. 428-429, change the specs to read as follows: Weight(lbs): 1830.
47. Triumph TR250, TR6, p. 428-429, change the specs to read as follows: Carb. No. & Type: (3) Weber 40 DCOE or I.R. manifold, 30mm choke(s) req'd.
48. Triumph TR7, p. 430-431, change the specs to read as follows: Weight(lbs): 2000.
49. Volkswagen Golf GTI (87-89), p. 430-431, change the specs to read as follows: Weight(lbs): 1950 *1999 **2048.
50. As approved by the BoD in this FasTrack; reclassify the Volvo 142/142E to FP at 2150 lbs.
51. Volvo P-1800, 1800S, 1800E, 1800ES Sports Coupe, p. 430-431, change the specs to read as follows: Weight(lbs): 1950.

FP

1. Alfa Romeo Giulia Spider Veloce, p. 432-433, change the specs to read as follows: Track(F&R)(in): 55.6 / 54.6, Wheels(max): 15 x 7.
2. Alfa Romeo Giulia Sprint / Spider, p. 432-433, change the specs to read as follows: Track(F&R)(in): 55.6 / 54.6, Wheels(max): 15 x 7.
3. BMW 320i (E21) (77-79), p. 434-435, add to the specs as follows: Notes: Factory 2bbl intake manifold from BMW 2002 is permitted.
4. BMW 320i (E21) (80-83), p. 434-435, add to the specs as follows: Notes: Factory 2bbl intake manifold from BMW 2002 is permitted.
5. BMW 318i (E30) (84-85), p. 434-435, add to the specs as follows: Notes: Factory 2bbl intake manifold from BMW 2002 is permitted.
6. As approved by the BoD in this FasTrack; classify the Elva Courier Mk I, II, & III 1622 & 1798 in FP with Level 1 prep. Add new spec line to PCS-B, p. 434-435, Elva Courier Mk I, II, & III 1622 & 1798, Prep. Level: 1, Weight(lbs): 1622cc: 1800, 1798cc: 1900, Engine Type: 4 Cyl OHV, Bore x Stroke(mm): 76.2 x 88.9, 80.3 x 88.9, Displ.(cc): 1622, 1798, Block Mat'l: Iron, Head Mat'l: Iron, Valves IN & EX(mm): (I)39.9 (E)34.3, Carb. No. & Type: 1622cc: (2) 1.75" SU or Stromberg, 1798cc: (2) 1.50" SU or Stromberg, Wheelbase(mm): 2286, Track (F&R)(in): 53.5 / 54.6, Wheels(max): 14 x 6 (1622cc) 15 x 7 (Mk III 1798cc), Trans. Speeds: 4, Brakes Std.(mm): (F)229 Drum (R)203 Drum, Brakes Alt.(mm): (F)229 Disc (R)254 Drum (w/ MGA axle) (F)279 Disc (R)Mk. 4T 229, Notes: ATB 7224 MGA axle housing assy., Only the Mk III 1622cc is allowed to update to the 1798cc engine including the 15" wheel. A Mk III making this update may use the 13" wheels.
7. As approved by the BoD in this FasTrack; classify the Elva Courier Mk III, IV 1800 & Mk IV R & C in FP with Level 1 prep. Add new spec line to PCS-B, p. 434-435, Elva Courier Mk III, IV 1800 & Mk IV R & C, Prep. Level: 1, Weight(lbs): 1900, Engine Type: 4 Cyl OHV, Bore x Stroke(mm): 80.3 x 88.9, Displ.(cc): 1798, Block Mat'l: Iron, Head Mat'l: Iron, Valves IN & EX(mm): (I)39.9 (E)34.3, Carb. No. & Type: (2) 1.50" SU or Stromberg, Wheelbase(mm): 2286, Track (F&R)(in): 53.5 / 54.6, Wheels(max): 15 x 7, Trans. Speeds: 4, Brakes Std.(mm): (F)229 Drum (R)203 Drum, Brakes Alt.(mm): (F)229 Disc (R)254 Drum (w/ MGA axle) (F)279 Disc (R)Mk. 4T 229, Notes: Mk IV T R&C have IRS, Mk III & IV 1800 have live axle. ATB 7224 MGA axle housing assy.
8. Classify the Fiat X/1-9 & Bertone 1300 as a Level 1 car in FP. Add new spec line to PCS-B, p. 436-437, Fiat X/1-9 & Bertone 1300, Prep. Level: 1, Weight(lbs): 1715, Engine Type: 4 Cyl SOHC, Bore x Stroke(mm): 86.0 x 55.5, Displ.(cc): 1290, Block Mat'l: Iron, Head Mat'l: Alum, Valves IN & EX(in): (I)1.43 (E)1.21, 1.23, Carb. No. & Type: (1) Weber 32 DMTR or DATRA/100 w/ 32mm primary & secondary throttle bores, (1) 40 DCNF w/ 32mm choke(s), Wheelbase(in): 86.7, Track(F&R)(in): 56.3 / 56.6, Wheels(max): 13 x 7, Trans. Speeds: 5, Brakes Std.(in): (F&R)8.94 Disc, Brakes Alt(in): (F&R) 10.0 x .40 Disc (Lancia), Notes: Top panels may remain in place if securely bolted or pinned. Alt. Crankshaft: #4292177. Engine hatch rain tray may be removed. Trunk mounted fuel cell allowed. Orientation of the alternate carburetor is unrestricted. The alternate carb adapter may not be thicker than 1.25 inches. The adapter may have a bore larger than the throttle bore of the approved alternate carburetor.
9. As approved by the BoD in this FasTrack, classify the Honda Civic Si (88-91) in FP with Level 1 prep. Add new spec line to PCS-B, p. 436-437, Honda Civic Si (88-91), Prep. Level: 1, Weight(lbs): 2075, Engine Type: 4 Cyl SOHC, Bore x Stroke(mm): 75.0 x 90.0, Displ.(cc): 1590, Block Mat'l: Alum, Head Mat'l: Alum, Valves IN & EX(mm): (I)29.0 (E)25.0, Carb. No. & Type: (1) 40 DCOE w. 34mm choke(s), (2) auto-type sidedraft w/ 32mm choke(s) on I.R. manifold, or fuel injection, Wheelbase(mm): 2499, Track (F&R)(in): 61.4 / 61.3, Wheels(max): 15 x 7, Trans. Speeds: 5, Brakes Std.(mm): (F)241 Disc (R)180 x 38 Drum, Brakes Alt.(mm): (R)239 Disc, Notes: Single 40 DCOE requires "dual Y" manifold w/ no balance tubes or plenums.
10. As approved by the BoD in this FasTrack, classify the Honda CRX Si (88-91) in FP with Level 1 prep. Add new spec line to PCS-B, p. 436-437, Honda CRX Si (88-91), Prep. Level: 1, Weight(lbs): 2075, Engine Type: 4 Cyl SOHC, Bore x Stroke(mm): 75.0 x 90.0, Displ.(cc): 1590, Block Mat'l: Alum, Head Mat'l: Alum, Valves IN & EX(mm): (I)29.0 (E)25.0, Carb. No. & Type: (1) 40 DCOE w. 34mm choke(s), (2) auto-type sidedraft w/ 32mm choke(s) on I.R. manifold, or fuel injection, Wheelbase(mm): 2304, Track (F&R)(in): 61.4 / 61.7, Wheels(max): 15 x 7, Trans. Speeds: 5, Brakes Std.(mm): (F)241 Disc (R)180 x 38 Drum, Brakes Alt.(mm): (R)239 Disc, Notes: Single 40 DCOE requires "dual Y" manifold w/ no balance tubes or plenums.
11. Lotus Super Seven, p. 438-439, add to the specs as follows: Notes: Suspension components can pass through exterior bodywork. Front fenders may be modified as described here. The fender mounting flange shall be a minimum of 50 inches in length. At the rear of the fender, the lower edge of the mounting flange shall extend no higher than 4-1/2 inches above the undertray of the vehicle. At a point 6 inches rearward from the front of the flange, the fender shall be no narrower than 16-7/8 inches as meas-

ured along the upper curvature. At a point 18 inches rearward from the front of the flange, the fender shall be no narrower than 7 inches along the upper curvature and from 34 inches to 48 inches, the fender shall be no less than 3 inches along the upper curvature. From 48 inches rearward, a radius may provide a transition between the outer and the rearmost fender edges. The contours resulting from this modification shall be gradual and describe a smooth curve in plan view. A diagram is available from SCCA. No further modifications are allowed.

12. As approved by the BoD in this FasTrack; classify the Lotus Mk 46, 54, 65 Europa in FP with Level 1 preparation.
Add new spec line to PCS-B, p. 438-439, Lotus Mk 46, 54, 65 Europa, Prep. Level: 1, Weight(lbs): 1630, Engine Type: 4 Cyl OHV, Bore x Stroke(mm): 75.9 x 81.0, 77.0 x 84.1, Displ.(cc): 1470, 1565, Block Mat'l: Alum, Head Mat'l: Alum, Valves IN & EX(mm): (I)37.6 (E)31.2, Carb. No. & Type: (1) Solex 1 3/8" DDSA2, (1) Weber 45 DCOE w/ "Dual-Y" manifold., Wheelbase(mm): 2311, Track (F&R)(in): 56.7 / 56.7, Wheels(max): 13 x 7, Trans. Speeds: 4 or 5, Brakes Std.(mm): (F)229 Disc (R)203 Drum, Brakes Alt.(mm): (F)244 Disc (R)231 Disc from twin cam, Notes: Renault R-16 (non-crossflow) cylinder head casting. Trunk mounted fuel cell is permitted. Any available transaxle with the same number of forward gears mounted in the standard position.
13. As approved by the BoD in this FasTrack; classify the Lotus Super Seven Series Four in FP with Level 1 prep.
Add new spec line to PCS-B, p. 438-439, Lotus Super Seven Series Four, Prep. Level: 1, Weight(lbs): 1810, Engine Type: 4 Cyl OHV, Bore x Stroke(mm): 81.0 x 77.7, Displ.(cc): 1599, Block Mat'l: Iron, Head Mat'l: Iron, Valves IN & EX(mm): (I)38.4 (E)31.8, Carb. No. & Type: (1) Weber 32 DFM, DFD w/ 28mm primary and 28mm secondary, (1) Weber DCFN w/ 28mm choke(s), Wheelbase(mm): 2286, Track (F&R)(in): 52.4 / 55.1, Wheels(max): 13 x 6, Trans. Speeds: 4, Brakes Std.(mm): (F&R)229 Disc, Brakes Alt. (F) 244 Disc, Notes: Headlights and associated hardware may be removed. NOTE: Rear edge of fenders shall be 4.5" above body undertray. Floor pans: one right and one left, attached to bottom of frame tubes. Area beneath transmission / drive-shaft shall remain open.
14. As approved by the BoD in this FasTrack; classify the Volvo 142 / 142E in FP with Level 1 prep.
Add new spec line to PCS-B, p. 444-445, Volvo 142 / 142E, Prep. Level: 1, Weight(lbs): 2150, Engine Type: 4 Cyl OHV, Bore x Stroke(mm): 88.9 x 80.0, Displ.(cc): 1986, Block Mat'l: Iron, Head Mat'l: Iron, Valves IN & EX(mm): (I)44.0 (E)35.0, Carb. No. & Type: (2) Auto-type sidedraft w/ 32mm choke(s) on I.R. manifold, or fuel injection, Wheelbase(mm): 2616, Track (F&R)(in): 55.7 / 55.7, Wheels(max): 15 x 7, Trans. Speeds: 5, Brakes Std.(mm): (F)272 Disc (R)295 Disc, Notes: Bosch Fuel Injection.
15. As approved by the BoD in this FasTrack; reclassify the Volvo 142 / 144 2.0 (69-74) to GP at 2100 lbs.

GP

1. As approved by the BoD in this FasTrack; classify the Volvo 142 / 144 2.0 (69-74) in GP with Level 2 prep.
Add new spec line to PCS-B, p. 452-453, Volvo 142 / 144 2.0 (69-74), Prep. Level: 2, Weight(lbs): 2100 *2153 **2205, Engine Type: 4 Cyl OHV, Bore x Stroke(mm): 88.9 x 80.0, Displ.(cc): 1986, Block Mat'l: Iron, Head Mat'l: Iron, Valves IN & EX(mm): (I)44.0 (E)35.0, Carb. No. & Type: Fuel injection, Wheelbase(in): 103.0, Track (F&R)(in): 55.7 / 55.7, Wheels(max): 15 x 7, Trans. Speeds: 5, Brakes Std.(mm): (F)272 Disc (R)295 Disc, Notes: Comp. Ratio limited to 12.0:1, Valve lift limited to .450".

HP

1. BMW 1600 (68-71), classified in TB 08-01, change the specs to read as follows: Wheels(max): 13 x 7.
2. Toyota Corolla (71-74), classified in TB 08-01, correct the specs to read as follows: Carb. No. & Type: Carburetion, Notes: Comp. Ratio limited to 11.0:1, Valve lift limited to .450".

Showroom Stock

SSB

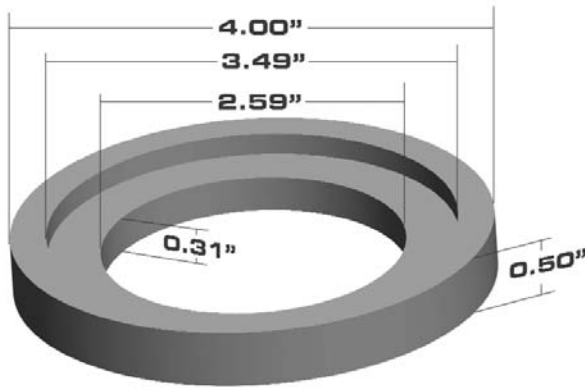
1. Honda Civic Si (06-07), p. 491, add to the specs as follows: add the 08 model year, Notes: Honda Factory Performance Suspension Kit #08W60-SVB-100 allowed.
2. Mini Cooper S (02-04) p. 492, add to the Notes as follows: JCW struts (F)31 31 6 768 410 (R)33 52 6 768 412, springs (F)31 33 6 768 415 (R)33 53 6 768 418, and Mini Mania strut tower plate NMS7300 permitted.
3. Mini Cooper S (05-06), p. 492, add to the Notes as follows: JCW struts (F)31 31 6 768 410 (R)33 52 6 768 412, springs (F)31 33 6 768 415 (R)33 53 6 768 418, and Mini Mania strut tower plate NMS7300 permitted.

SSC

1. Volkswagen Rabbit 2.5 (06-07), p. 498, add to the specs as follows: Tire Size (stock): 195/40 max., Notes: This max. tire size supersedes SSCS section 9.1.7.E.7.

Spec Miata

1. As approved by the BoD in this FasTrack; effective upon publication, add a new section 3. to section 9.1.8.C.1.e, p. 503, to read as follows:
 3. *The post catalytic converter oxygen sensor may be disabled, replaced, or removed; the resulting hole (if present) may be plugged.*
2. Section 9.1.8.C.1.f, p. 503, clarify by adding the following after the third sentence: *If the 1994 flywheel is used it shall weigh a minimum of 18.5 lbs.*
3. Section 9.1.8.C.3, p. 504, insert a new section e. to read as follows:
 - e. *Lubricants may be substituted with any lubricant.*
4. Add the end following to the end of section 9.1.8.C.4.b, p. 505: *A spacer as shown below may be added between the Mazda bump stop and the 1999 shock hat. The 0.31" measurement is +/- 0.01 in. All other measurements are non-critical and are shown for clarification purposes only.*



Sports Racing

CSR

1. Section 9.1.9.A.2.a. CSR Engine Table, p. 519, change line D. 4 cycle Motorcycle-based engines (1300cc), Weight(lbs) carb/F.I.: 1075 / 1075.
2. Section 9.1.9.A.2.a. CSR Engine Table, p. 519, change line E. 4 cycle Motorcycle-based engines (1400cc), Weight(lbs) carb/F.I.: 1125 / 1125.
3. Section 9.1.9.A.2.a. CSR Engine Table, p. 519, change line H. 4 cycle Motorcycle-based engines (1615cc), Weight(lbs) carb/F.I.: 1175 / 1175.

SRF

1. Section 9.1.9.C.4, p. 536, add a new section e. to read as follows:
e. *A 16 gauge steel plate measuring 10" x 28" may be added under the fuel cell bladder above vehicle floor.*
2. As approved by the BoD in this FasTrack; effective upon publication, change section 9.1.9.C.5.k, p. 534, by creating a new section l. for the third paragraph to read as follows:
l. *Required Bodywork Modification:*
A 22.5" diameter wheel arch ~~may~~ shall be cut in each side of the tail section. Viewing the tail section from the side, draw a vertical line at the drive axle centerline. Locate the top of the wheel arch at a point measured from the bottom edge of the tail section 9.25" vertically along the centerline. The 22.5" diameter circle intersects the bottom edge of the tail section 11.1" either side of the centerline. The tail section may be reinforced in the forward and aft portions of the wheel arch. Dimension tolerance is +/- 0.75".
3. Section 9.1.9.C Spec Racer Ford Engines, p. 543, change l. to read as follows: PCV Valve: ~~ONLY~~ Motorcraft #EV-147 or as supplied by SCCA Enterprises, Inc.

Touring

T2

1. BMW 335Ci (2007), p. 579, **Effective 4/1/08**, add to the specs as follows: (2) 29.5mm Turbo Inlet Restrictors required.
2. Lotus Elise (2005), p. 581, change the specs to read as follows: Weight(lbs): 2090.
3. Lotus Exige (06-07), p. 581, change the specs to read as follows: Weight(lbs): 2090.
4. Mitsubishi Lancer Evo 8/9/RS/GSR/MR (03-06), p. 581, **Effective 4/1/08**, add to the specs as follows: 42.5mm Turbo Inlet Restrictor required.
5. Pontiac Solstice GXP (07-08), p. 582, **Effective 4/1/08**, add to the specs as follows: 39mm Turbo Inlet Restrictor required.
6. Subaru Impreza WRX STI (03-06), p. 582, **Effective 4/1/08**, add to the specs as follows: 42.5mm Turbo Inlet Restrictor required.

T3

1. Honda S2000 (00-07), p. 583, add to the specs as follows: Tire Size: 275/40 max., Notes: Springs and Sway bars from 2008 S2000 CR allowed. This max tire size supersedes TCS tire rule section 9.1.10.D.7.b.
2. Volkswagen GTI, classified in TB 08-01, **Effective 4/1/08**, change the specs to read as follows: Weight(lbs): 3100, Notes: 34mm Turbo Inlet Restrictor required.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Rules Interpretation – FC, FF Internal Engine Coatings COA 07-02-RI

January 18, 2008

PRIOR PROCEEDINGS AND FACTS IN BRIEF

Arthur E. Smith submitted a request for Rules Interpretation to SCCA on June 12, 2007, asking if the Formula Continental Preparation Rule GCR 9.1.1.B.1.c.12. prohibits painting the inside of the engine block with the same material as used on the outside. After a membership issue was resolved, a First Court comprised of Angelo Gazzola, Norm Floyd, Joseph Hobbs, and Stephen Harris, Chairman, met and extensively reviewed the GCR not only for FC classifications, but for other restricted classes. The First Court concluded that this internal coating would be non-compliant. This ruling was forwarded to the Court of Appeals for review.

DATES OF THE COURT

The Court of Appeals (COA), Dick Templeton, Dave Nokes, and Bob Horansky, Chairman, met on January 10 and 17, 2008, to review the First Court's decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter requesting rules interpretation from Arthur E. Smith, dated June 12, 2007.
2. Letter from Wyndi McCormick, SCCA Club Racing, to Arthur E. Smith, dated June 19, 2007 requesting his member number.
3. Report of the Steward's Committee for Rules Interpretation Regarding Internal Engine Components, dated December 20, 2007, received by the COA on January 3, 2008.

FINDINGS

On June 12, 2007 Arthur E. Smith requested a rules interpretation under 2007 GCR Paragraph 8.1.4. related to the painting of the internal surfaces of the crankcase and main bearing caps of FC engines (Ref. 9.1.1.B.1.c.12.). At that time, Mr. Smith was not a member of SCCA. Mr. Smith joined SCCA in August 2007. Per GCR 8.1.4., the Chairman of the Stewards program then appointed a First Court to review the interpretation. This First Court, comprised of Executive Stewards from different Divisions, analyzed multiple sections of the GCR, interviewed the Chairman of the Club Racing Board, two engine builders, and Mr. Smith. Their conclusion was that the painting or coating of the inside of the crankcase to include main bearing caps is non-compliant under the provisions of "Blueprinting".

The COA has reviewed the Rules Interpretation Report of the First Court. As Mr. Smith's rules interpretation request and ruling of the First Court were 2007 actions, the COA performed its review under the terms of that rulebook. It also noted that Mr. Smith specifically focused on internal crankcase surface coating for FC and CFF engines. The COA notes that both FC and FF are restricted classes based on stock engines. Both the Formula Continental and the Formula Ford Preparation Rules are clear that the only allowable modifications, changes, or additions from the stock engine must be stated in the GCR and that there are no exceptions to this rule. Coating or painting of internal crankcase surfaces is not specifically allowed, therefore internal painting of the block is not allowed.

DECISION

The Court of Appeals concurs with the First Court. The coating or painting of the internal surfaces of the crankcase of FC and FF engines is non-compliant with the 2007 GCR. This ruling is also consistent with the recently published 2008 GCR.

COURT OF APPEALS

Judgment of the Court of Appeals

Phil Simms vs. SOM, COA Reference 08-01-SE

February 14, 2008

PRIOR PROCEEDINGS AND FACTS IN BRIEF

Following the first on-course session for GT1 cars at the Frank Meleney & Dick Springer Memorial National held January 11-13, 2008 at Homestead-Miami Speedway, Sandra Jung, Chief of Timing and Scoring, filed a protest against Phil Simms (GT1 #11) alleging a violation of GCR 9.3.28.A, as she did not approve of the car's numbers. The SOM, Robert Windisch, Sherri Croyle and Rick Mitchell, Chairman, met, received testimony from Mr. Simms, Ms. Jung and Chief Steward Pete Magnuson. Following their deliberations, the SOM determined that Mr. Simms' car was in violation of GCR 9.3.28.A and required the numbers be made compliant subject to the review of the Chief of Timing and Scoring. Mr. Simms appealed that decision.

DATES OF THE COURT

The National Court of Appeals (COA), David Nokes, Richard Templeton and Robert Horansky, Chairman, met on January 31, and February 7 and 13, 2008 to hear, review and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal from Phil Simms and accompanying documents, including photos of Car 11 received January 28, 2008.
2. Official Observers Report and related documents received January 28, 2008.

3. Email dated January 30, 2008 from Clyde Bales, Timing and Scoring DA-SEDIV.
4. Email dated January 29, 2008 from Rick Mitchell, Chairman SOM.
5. Email dated January 31, 2008 from Sandra Jung, Chief of Timing and Scoring.
6. Emails dated February 1 & 2, 2008 from Pete Magnuson, Chief Steward.
7. Email dated February 5, 2008 from Sherri Croyle, SOM.

FINDINGS

Following the first on-course session for GT1 cars, the Chief of Timing and Scoring spoke to the Operating Steward regarding Mr. Simms' number issue and asked that the numbers be made more legible, perhaps by providing more contrast. Ms. Jung stated that the Operating Steward advised her that there was nothing she could do as Mr. Simms would not change his numbers. Ms. Jung then stated she went to the Chief Steward who advised that he would speak to Mr. Simms about the problem. Ms. Jung then filed her protest against Mr. Simms.

Mr. Simms' appeal letter stated that the numbers had been the same for several years, and that the car had passed annual tech and competed with the same set of numbers at an event the week before at Sebring. The COA noted that the photos of Mr. Simms' car that were included with the appeal were date-stamped May 6, 2007. There were no pictures submitted from the January 11-13 event.

DECISION

Mr. Simms submitted no new evidence to substantiate his appeal and the COA upholds the First Court. However, the COA noted several ambiguities with the evidence provided from the event. Accordingly, the COA finds that Mr. Simms' appeal was well-founded and directs that his appeal fee, less the amount retained by SCCA, be returned to him.

SOLO EVENTS BOARD MINUTES

SEB MINUTES | January 23, 2008

The Solo Events Board met by conference call January 23rd. Participating were board members Jason Isley, Steve Wynveen, Chris Dorsey, Ron Bauer, Donnie Barnes, Tina Reeves, Dave Whitworth, Rick Myers, and Erik Strelnieks. Also participating were Doug Gill of the National Staff and Lisa Noble of the BOD. These minutes are presented in topical order rather than in the order of discussion.

GENERAL

- The SEB discussed potential members for an Appeals Committee (per Solo Rules section 10.4) for handling appeals of protest decisions at national-level Solo events.
- The SEB discussed the ongoing issue of class participation levels and potential changes to Solo Rules section 4.9.
- Plans and supplemental regulations for the 2008 Solo Nationals will be reviewed at the National Convention in February.

STOCK CATEGORY

- The SEB approved the addition of Drew VanderPloeg to the SAC.

STREET TOURING CATEGORY

- Mike Simanyi was approved as the Chair of the STAC.

PREPARED CATEGORY

- Steve Garnjobst was approved as a new member of the PAC.

STREET MODIFIED

- The SEB thanks Bob Kaspryck for his service to the SMAC, and approved the addition of Chris Travis to that committee.

MODIFIED CATEGORY

- The SEB thanks Art Trier for his service on the MAC.

SOLO EVENTS BOARD MINUTES

SEB MINUTES | Feb. 8-10, 2008

The Solo Events Board met at the SCCA National Convention February 8-10. Attending were SEB members Rick Myers, Dave Whitworth, Chris Dorsey, Tina Reeves, Jason Isley, Donnie Barnes, Steve Wynveen, Erik Strelnieks; Doug Gill, Nancy Downing, and Howard Duncan of the National Staff. These minutes are presented in topical order rather than the order discussed.

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

GENERAL

- The Rocky Mountain Division and Southern Pacific Division SEB positions will be open at the end of 2008. Members interested in these positions are invited to submit their qualifications in writing to the SEB and BOD via the National Office.
- The NEDiv, SoPac, and CenDiv Divisional Solo Events Stewards positions are currently vacant. Members interested in these positions are invited to submit their qualifications in writing to the SEB via the National Office.
- The Board thanks Josh Hadler for his service to the Club as a Divisional Solo Safety Steward.
- Due to the recent change requiring SCCA membership in order to be a competitor in SCCA Solo events, which also applies to Formula Junior drivers, the first event is NOT exempt from the membership requirement.
- The SEB has updated the content and status of its Strategic Plan.
- The National Appeals Committee will be chaired by Art Trier. Finalization of the members of this committee will be noted in upcoming issues of Fastrack.
- The SEB is seeking feedback on the possibility of making the currently-recommended Sound Control policy (Appendix I) a required section.
- The following rule change proposals are being published for member feedback:
 - o Move 2.2.0 to a new subsection of 1.3.2 and change its first sentence to read as follows: "Cell phones, video cameras, and still cameras are not permitted at course worker positions or other locations within the course area...."
 - o Add a new subsection of 1.3.2 as follows: "Course workers must be standing at all times when any competition car(s) are on-course during the event."
 - o Change the first part of Section 4.9 to read "If in three consecutive years...."

SOLO NATIONALS

- The SEB reviewed and approved proposed Supplemental Regulations, preliminary class run day assignments, and Chiefs as presented by event Chair Kathy Barnes and Solo Manager Nancy Downing, and approved Roger H. Johnson and Karen Babb as course designers.
- The SEB approved the running of Formula Junior A and B as supplemental classes at the Solo Nationals.

STOCK

- The SEB approved the addition of Pat Salerno to the SAC.
- The following rule change proposal has been provided by the SAC and is being published for member comment:
 - Add to 13.9 as follows: "Additional battery hold-down hardware may be added. It may serve no other purpose." (ref. 07-397)

STREET TOURING

- The SEB approved the addition of Pat Washburn to the STAC.
- The following listing change proposal has been provided by the STAC and is being published for member feedback: Add the BMW E46 M3 to class STU. (ref. 07-001)
- The following rule change proposals have been provided by the STAC and are being published for member feedback:
 - Remove the word "single" from 14.12.3 in class STX. *Note: this will allow any forced-induction configuration.*
 - Change 14.12.4 such that the maximum tire size is 265 and the maximum rim width is 9.0 inches, for 2WD (FWD or RWD) only.

STREET PREPARED

- The SPAC is seeking member feedback on the following classing change proposals:
 - Move from BSP to ASP, Subaru WRX STi and Mitsubishi Evo.
 - Move from ASP to BSP, on a separate line from other models: BMW M Coupe, M Roadster, and Z3 (6-cyl) (ref. 07-448)
 - Move from DSP to FSP, on separate line, Toyota Corolla GTS AE86 ('85-'87 RWD) and add line in FSP for Toyota Corolla GTS AE92 ('90-'91 FWD)
 - In FSP, add a listing for Toyota Echo ('99-'05) and Scion xA ('04-'06) on one line. (ref. 07-411)

STREET MODIFIED

- The following rule change proposals have been provided by the SMAC and are being published for member comment:
 - Replace 16.1.I with: "Front hoods, engine covers, trunk lids and hatches not containing glass, front fenders, rear fenders not part of chassis structure (unibody), front & rear facias, and side skirts may be modified or replaced, and may be attached with removable fasteners. Associated hardware including latches, hinges, and window washer nozzles may be modified, removed, or replaced. This does not permit removal of the remainder of the window washer system. Fenders may be flared as per Street Prepared. Non-metallic fender liners may be modified, replaced, or removed." *Note: This proposal is intended to allow less expensive and more readily available ways for cars to achieve their calculated minimum weight.*
 - Add to 16.2: "Cars running tires with a rated width of 275 or less on all four wheels may compete at a minimum weight 200 pounds less than their calculated weight per Appendix A. "
 - In Appendix A, STREET MODIFIED CATEGORY, change subsection 3 to read (change shown in italics): "...These units will be classified on the basis of a piston displacement equivalent to *0.9 liters times the number of rotors*, plus the volume determined by..."
 - Add new subsection in 16.1 as follows: "OE side mirrors may be replaced by aftermarket units, provided they mount in the same location, perform the same function as the OE mirrors, and have a reflective surface area greater than 15 sq. inches."
 - Change the AWD displacement factor in both SM and SM2 from +275 lbs/liter to +325 lbs/liter.

PREPARED

- The following rule change proposals have been provided by the PAC and are being published for member comment:
 - Change subsection 1.b under BODYWORK AND STRUCTURE of Prepared Class X in Appendix A to read as follows (changes shown in italics):

"b. Hoods (engine covers), front fenders, front & rear fascias, and side skirts may be added, modified or replaced without penalty. *All cars may choose to modify or replace the front or rear (engine cover or trunk lid), but not both.* Fenders may be flared as per Street Prepared (15.2.A) or Prepared (17.2.L, 17.2.M). Non-metallic fender liners may be modified, replaced, or removed. Body panels may be attached with removable fasteners (e.g. Dzus)."
 - Change 17.10.Q under ENGINE AND DRIVETRAIN to read as follows:

Q. Transmission

1. The stock transmission without modification may be used
 2. *Any mechanical shift linkage or mechanism for changing gears may be used, including use of lockout mechanisms. The shift lever opening in the body of the car may be altered to allow the installation of alternate shift linkage.*
 3. If a modified stock transmission, or a transmission from another source is used:
 - a) Any non-sequential manual transmission is allowed. Any automatic sequential transmission employing a torque converter is allowed.
 - b) *Pneumatic, hydraulic, or electronically controlled shifting is not allowed for manual transmissions, except for electrically-controlled overdrive manual transmissions in cars which were originally equipped with them.*
 - c) *Hydraulic/electric shifting mechanisms may be modified in automatic sequential transmissions employing a torque converter.*
 - d) *Gear ratios may be modified.*
 - e) A functional reverse gear is not required.
 - f) The transmission tunnel/cover may be altered to allow the installation of an alternate transmission and/or driveshaft. Cars originally equipped with a removable transmission tunnel/cover may substitute a tunnel/cover of an alternate material.
- o Change Appendix A, Prepared Classes, to add "All listed weights are **with** driver." Also add 200 lbs. to all weights for cars in all Prepared classes. (ref. 07-147)
 - o Change 17.2.F, to add language as follows: "This requires a sealed firewall between engine and passenger compartment. This rule is for the driver's safety. Completely sealing all firewall openings is strongly encouraged, but no gap may be larger than 1/8 inch."
 - o Change 17.10.D and 17.K.4 as follows (new language in italics):

17.10.D.3: "Any throttle linkage may be used. All throttle linkages shall be equipped with more than one system of positive throttle closure. *Any throttle pedal may be used.*"

17.10.K.4: "Any clutch is permitted. *The linkage between the clutch pedal and the clutch housing/clutch actuating mechanism is unrestricted. A mechanical linkage may be replaced with a hydraulic system. Any clutch pedal may be used.*"
 - o Change 17.2.I to read as follows (new language in italics): "The driver seat may be replaced with a seat of any origin. All passenger seats may be removed or replaced with seats of any origin. *Driver's seat must remain on the stock side of the car and may not cross the centerline of the car. The seat may be relocated fore/aft by up to 12" based on the centerline of the original front and rear mounting points. Rear bulkhead of the driver/passenger compartment may not be removed to relocate seat and driver's seat may not extend rearward past the bulkhead.*
 - o Change 17.2.P.2, beginning with the third sentence, to read as follows: "Alternately, in a hatchback, the spoiler may be mounted to the rear hatch lid at or near the top of the hatch; in such a configuration the spoiler may extend no more than 7.5 inches from the original bodywork in any direction."

F125

- The following rule change proposals have been provided by the KAC and are being published for member comment:
 - o Change 19.1.D.1.f.2 to specify a 20 lbs. weight penalty instead of 30 lbs. for non-OE ignition.
 - o Change 19.1.D.2 to specify a 35 lbs. weight penalty for ICC motors.

FORMULA JUNIOR

- The following rule change proposal has been provided by the KAC and is being published for member comment:
 - o Change 19.2.A.2 to add the following: "For regions with approved 5-8 year old programs the kart must be powered by a Comer 50/51 stock motor. No other 2 cycle or 4 cycle kart motors, regardless of restriction, will be used for this special class without prior review of the SEB."

REFERRED TO COMMITTEE FOR FOLLOWUP

- SPAC: Language regarding "brake kits" (ref. 07-455)
- SPAC: Seat rule, language (Note: also affects SM)
- SSC: Scion xA safety issues (ref. 07-411)
- STAC: Motor mounts (ref. 08-006)
- SMAC: Fenders, mini-tubbing (ref. 07-423)

NOT RECOMMENDED

- Stock:
 - o Mustang Shelby GT reclassing (per SAC; ref. 07-394, 07-415)
 - o Nissan 350Z reclassing (per SAC; ref. 07-426)
 - o Suzuki Aerio (per SAC; ref. 07-433)
 - o Older car parts substitution (per SAC; ref. 07-434)
- Street Touring:
 - o Restructuring and allowing Porsches et.al. (ref. 08-047)
- Street Prepared:
 - o Saleen Mustang listings (per SPAC, ref. 07-449)
 - o Combine BMW M Coupe, Z3 (6-cyl) and M Roadster with E36's in BSP (per SPAC, ref. 07-448)
 - o Brake rotors (per SPAC, ref. 07-455)

TECH BULLETINS

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

Audi TT 2.0 turbo ('08+)	GS (ref. 07-411)
Nismo 350Z ('07+)	BS (ref. 08-012, 08-013)
Honda Civic Si Mugen ('08+)	GS (ref. 07-444)
2. Stock: The references to 13.2.F should be 13.2.G, in the Appendix F clarification regarding Corvette spare tire covers.
3. Stock: The references to 13.1.H should be 13.2.I, in the Appendix F clarification regarding harness bars.
4. Street Touring: The following sentence should be at the end of 14.9.A: "The area under the rearmost seat is considered to be within the passenger compartment." *Note:* this is the same language as appears in 15.9.C. (ref. 07-458)
5. Street Prepared: The SPAC has provided the following listing correction: Under Ford/Mercury in ESP, remove the "Capri Turbo 4" line and Replace: "Mustang & SVO & Cobra R, V6 & V8 ('79-'93)" with: "Mustang & SVO & Cobra & Cobra R (79-93) & Capri (79-86), V6 & V8 & Turbo 4" (ref. 07-449)
6. Prepared, Errors and Omissions: the CP weight penalty for oversize wheels in 17.2.G should be 100 lbs. not 200 lbs.
7. Prepared, Errors and Omissions: the following cars should be listed in FP as a result of changes approved in 2007: Toyota MR2 Turbo ('91-'95), Porsche 924 Turbo, Chrysler/Dodge/Plymouth/Eagle/Mitsubishi Conquest Turbos
8. Prepared: The following new listing, effective immediately upon publication, has been recommended by the PAC and approved by the SEB: Mazda MX-5 ('06+) on a separate line in DP.
9. Modified: The DM and EM weights and adders as shown in Section 18 are correct, in cases where they may conflict with what appears in Appendix A. For 2009 the weight and adder data for these classes will be moved to, and appear only in, Appendix A.
10. Modified: Appendix A, Modified Class F, add to subsection D.3.f (rear brake assemblies): "Two piece rear brake rotor assemblies are also allowed. Rotors must be of ferrous material. Hubs and hats may be made of ferrous material or aluminum. These allowances also apply to front brakes."
11. Modified: Appendix A, Modified Class F, add to subsection E.2 (upgraded vee engines): "Increased displacement engines up to 1915 cc are restricted to maximum valve sizes 39 mm intake, 32 mm exhaust."
12. Formula Junior: The second sentence of 19.2.C is clarified as follows (change shown in italics): Tire compound is restricted to Bridgestone YHC or other tire manufacturer's models with *the manufacturer's published* durometer readings of 58 or higher." (ref. 07-445)

RALLYCROSS BOARD MINUTES

RXB MINUTES | Jan. 14, 2008

The RallyCross Board met in conference call on January 14, 2008. Members in attendance were Matt Nichols, Tom Nelson, Mark Utecht, and Mark Walker (Chair). Others present were Pego Mack, Rally Manager

Safety Committee Report:

The RallyCross Safety Committee is looking to expand. Persons interested must currently possess a SCCA Safety Steward license in any area.

Rules Committee Report:

The rules committee has made a number of recommendations on the following issues.

Motion: (Utecht/Nelson) Send out for member comment for inclusion into the 2009 rule set: Add section 6.2.E.17: Batteries may be substituted with any size, shape or make. Relocation of the battery or batteries is permitted. Longer battery cables may be substituted to permit relocation, and holes may be drilled to accommodate mounting of the battery and cables. (Armstrong) (ALL FOR)

Motion: (Utecht/Walker) Send out for member comment for inclusion into the 2009 rule set: Modify section 6.2.D.14: Vehicles may substitute one differential with a mechanically governed limited slip or locking unit of an alternate type. This includes spools and welded stock differentials. This does not allow the use of a differential with external controls (electronic or otherwise) to regulate slip or locking. Differentials must be contained in a stock unmodified housing/third member with stock or optional ring and pinion ratios available for the specific model, body, and year of the vehicle only. 4wd vehicles may not substitute more than one differential with an alternate type. (Lanctot) (ALL FOR)

Motion (Utecht/Nichols) No changes at this time to add a requirement or recommendation for roll bars. Members are reminded to follow manufacturer's installation requirements on all restraint systems. (Armstrong) (ALL FOR)

Motion (Utecht/Nelson) Issue a general clarification that steering systems are considered part of the suspension components for rules compliance. (Armstrong) (ALL FOR)

Motion (Utecht/Walker) Deny request to add provision for camber bolts in Rally Prepared. The RxB feels the current provisions for camber adjustment are adequate at this time. (Kaslo) (ALL FOR)

Old Business:

The RxB is looking for members to join our New Region Program Development committee.

New Business:

The RxB extensively discussed the rules making process in regards to member input.

The RxB agrees that communication is important, and strives to communicate with the membership as completely as possible. We also recognize the importance of confidentiality in regards to communication with the RxB and the balancing act required to meet both of these needs. Members with concerns in any area of RallyCross are encouraged to contact the RxB, either electronically or otherwise, at any time.

The meeting was adjourned at 9:45pm (Utecht/Nichols)

ROADRALLY BOARD MINUTES

RRB MINUTES | Jan. 22, 2008

The RoadRally Board (RRB) met via conference call on Tuesday, January 22, 2008.

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

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

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

Photo Contest

Rules for the upcoming RoadRally Photo Contest were discussed. Photos must have been taken within the past 3 years of the date
SCCA Fastrack News March 2008 Page 35

of submission and must be received by November 15, 2008. More details will be discussed at the 2008 National Convention and will be published to the membership thereafter.

2008 National Convention

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

2008 United States Road Rally Championship

The 2008 USRRC was discussed but the dates are not firm because certain relevant dates in the state of Oregon are unknown. The likely dates remain October 17, 18, 19, 2008.

New RRB Member Jim Wakemen, Jr.

The SCCA Board of Directors appointed Jim Wakemen, Jr. to the RoadRally Board at its December meeting.

There being no further business and no objections, the meeting adjourned at 8:48 pm CST.

Next Meeting

The next meeting of the RRB will be at the convention in San Antonio.

QUICK LINKS

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

CLUB RACING

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

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

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

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

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

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

SOLO

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

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

RALLY

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

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

SCCA NATIONAL CONVENTION

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

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