

## BOARD OF DIRECTORS MINUTES

**BOARD OF DIRECTORS' MINUTES | SPORTS CAR CLUB OF AMERICA, INC. | May 8-11, 2008**

The Board of Directors, Sports Car Club of America, Inc. met in Topeka, May 8, through May 11, 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, Jeremy Thoennes Technical Services Manager, Ken Patterson, Chairman of the Stewards, Bob Dowie, Chairman, Club Racing Board, Peter Keane, Club Racing Board, also participated.

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

MOTION: To approve the minutes of the March 6, and April 7, 2008 meetings as amended. (Dent/Lybarger) PASSED Unanimous.

### PRESIDENTS REPORT

Jim Julow reported that Club racing participation is lower than 2007, membership is rising. Time Trials, Solo and Rally are either flat or growing. He reviewed the status of a proposal to make Hall of Fame recipients life time members. He also reported on the newly initiated Jumbo Region conference call. Jim presented a report on the selection of a site for conducting future Runoffs.

### FINANCE AND ADMINISTRATION

Jeff Dahnert presented a financial report as of March 2007. He presented the SCCA Inc. audited financial statement from Mize, Houser & Company for year end 2007.

### SOLO/RALLY and SCCA FOUNDATION

Howard Duncan reviewed early participation trends for Solo and Rally. He reported that there will be a track sweeper available for use at the 2008 Solo Nationals.

### MEMBERSHIP and REGION DEVELOPMENT

Colan Arnold reported on the effectiveness of the new membership programs. Through March 2008, the First Gear program has resulted in 616 new members. The New Member Referral program has resulted in 688 new members. 329 members converted their week-end memberships to annual memberships. He also reported on planning activities for the 2008 National Convention, and the installation of a new telephone system at the National office.

### MARKETING and COMMUNICATIONS

Eric Prill presented the new World Challenge Fan Guide. He highlighted the 2008 contingency program. He also presented the results of multiple surveys relating to the Runoffs.

### CLUB RACING

Jeremy Thoennes presented an update on the Spec Miata tire test plan and reported on progress with the Spec Miata compliance program.

### RISK MANAGEMENT

Pete Lyon reported on the status of current litigation. He also discussed the track review program.

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## **CLUB RACING BOARD LIAISON – Jerry Wannarka & Jim Christian**

There was extensive discussion of fuel testing. Items upon which there is unanimous CRB agreement: Fuel compliance will not be treated as a special tech item; it will be handled through the standard protest/CSA mechanisms. Thus, any competitor or official may require that fuel samples be obtained and tested. An appropriate bond must be posted by both parties.

All competitors will be allowed to choose any compliant fuel (leaded or unleaded), except Showroom Stock which must use the EPA-compliant fuel specified by the manufacturer. Compliant fuel must have a dielectric constant less than 15 and it must not contain any banned substance. (The list of banned substances is being developed. It will specify the acceptable amount of such substances. These are the substances whose presence will be tested by a laboratory using Gas Chromatography.)

There is substantial agreement that leaded fuels should be sunset by 2012.

There was near-unanimous agreement that catalytic converters would not be required for cars using ethanol-blended fuels (other than Showroom Stock).

After much discussion, it was decided that penalties for the use of banned substances would be handled through the normal protest/CSA process. We would expect that the Executive Stewards would issue suggested penalties for such offenses (as they do for certain other GCR violations). The Executive Stewards might also wish to consider graduated penalties for repeated offenses (and how to track such offenses).

The CRB is considering a request to reduce required track time for Double Nationals from 90 minutes ( 2 X 45 ) to 70 minutes. This is to allow Regions additional scheduling flexibility for this type of event.

The CRB reviewed the requirements for driver suits. Allowed suits could be those with an SFI 3.2A/1 or higher certification label or FIA 8856-1986 or 8856-2000 homologation.

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

Brian Harmer the new Solo staff has done a yeoman's job in getting member letters posted and up on the SCCA bulletin board for the SEB and committees. He will free Doug Gill of some of these time consuming tasks. The SEB is looking at more efficient ways to let members know the dispensation of their letters or where the letters are in the review process.

The SEB has scheduled their face to face on May 31st & June 1 in Kansas City as Topeka rooms are sold out for an NHRA event. BoD Liaison, Lisa Noble will attend. They will be bringing together final rule change items to send to the BoD at the September face to face meeting.

The old Solo Site Acquisition Committee name has been revised to the Solo Site Advisory Committee to better reflect their purpose; to facilitate sharing information from Regions with successful techniques in acquiring and retaining Solo sites to those Regions needing assistance. Currently, that list of tools and processes such as a site acquisition brochure and CD , letters to site owners, insurance information, success stories and much more are posted on the SCCA website under *Solo / Solo Forms / Site Acquisition Tools List* or at this link.

The Solo Site Advisory Committee will continue to participate in mini conventions and roundtables in 2008. Additional plans to give incentives to Regions who find new Solo sites may include waiving up to \$200 in sanction fees which may either offset event costs or could be used as a donation to local charities or the charity of choice for the site owner are going forward as well.

The Solo Safety Committee is putting in place the processes for continuing education requirements for licensed Solo Safety Stewards. They are also starting to establish a training curriculum for license training to ensure better continuity in training. For 2009, they are also working on plans to establish a method of training Solo Safety Stewards by means of a "Webinar" process. This method will be offered to regions demonstrating the need for this special training method.

Formula Junior Kart participants will participate at the Solo Nationals this year for the first time. The goals are to increase family participation, foster camaraderie among our youngest drivers and to build a lifelong interest for the sport among them. To ease the pressure on the Formula Junior drivers, the concept of National Championship will be downplayed and no championships or jacket awards will be given. The SEB and Kart Advisory committee are working to determine the guidelines for Youth Steward license renewals as well as a monthly newsletter for Youth Stewards called Karting Corner.

Doug Gill reports that the new bar coding system used on the side of driver's helmets to identify them at the start line is working well.

SEB Chair, Tina Reeves notes that "other issues that continue to be explored and monitored are participation trends in all classes and categories, safety issues, incidents and potential trends in lapses and as always, listening to our members and molding the rules to meet the core values of our Club and program while keeping members involved in the process"

## **TIME TRIALS ADMINISTRATIVE COUNCIL LIAISON - Lisa Noble**

TTAC has gone forward with a PDX instructor training program based on St. Louis Region's pilot ITS or Instructor Training School. The training includes classroom, on-track training and evaluation. That committee is headed by Bob Mondeshein.

The TTAC Safety Committee is working on a "How To" document for track inspections.

At their conference call on April 24th, the Council discussed ways to update and grow their program and market share by looking at their processes and investigating the ways that other sanctioning bodies conduct events.

TTAC minutes will be posted in Fastrack in the future.

## **EXECUTIVE STEWARDS**

Ken Patterson reported on proposed revisions to the track review process.

## **SCCA FOUNDATION – LARRY DENT**

In February we completed the printing of new brochures for the Foundation. Although intended to promote the Foundation in general, these are centered on the Street Survival program and aimed at giving the regions that will be running Street Survival programs a slick, color brochure to promote their events. We printed 10,000 and they are all here in the club office ready for distribution upon request from regions. We do need to get the word out to our regions about these so they can be utilized to the maximum, so I ask that each of the Directors take some back and make sure your regions know about them.

It was decided not to have a Foundation Board meeting at this Face to Face to reduce both the costs and the strain on the BoD members. Howard and I figure we can handle any and all needed business at this time with a conference call.

We currently have 18 regions committed to a total of 21 Street Survival events for 08 and have had 4 already completed. At this time the program seems to be gathering speed and hopefully will serve to reduce teen accidents, build regional relationships, build SCCA membership and even make a little surplus to the costs involved of running the events.

At our last BoD meeting it was decided to place a limit on the amount available to underwrite the regions that lose money, and to limit each region to guaranteeing only their first event. This was due to the possible specter of using all our money to underwrite regional programs, especially in view of one region (Ft Wayne) showing enough of a surplus on two events in 07 to contribute back \$1,000 to the Foundation and keep an equal amount to underwrite the 08 programs.

We are still very interested in conducting a national car raffle. Word from the BMW club is that they already have over \$100,000 on their current raffle and it is not complete yet. Our problem is that the state laws of Kansas are draconian as concerns these activities, as are the laws of Indiana. We are looking for someone living in a state with less restrictive laws to conduct a raffle in the name of the Foundation. Any suggestions on this would be appreciated.

## **OLD BUSINESS**

MOTION: The Board recognizes that Jim Christian will not change his Region of record for purposes of competing in Southern Pacific Division. (Christian/Porterfield) PASSED Unanimous, except abstaining, Christian

## **NEW BUSINESS**

MOTION: To accept the report of the independent auditors, of the SCCA Inc. consolidated financial position as of December 31, 2007. (Jones/Introne) PASSED, Unanimous

MOTION: That Woolf Barnato Award winners be offered a lifetime membership. (Introne/Allen) FAILED Voting NO, Sauce, Jones, Porterfield, Lybarger, Noble, Creighton, Dent, Wannarka, Christian.

MOTION: That GCR Section 3.9.2.A be waived to allow Scott Tucker to count his two finishes in the ST class in the T1 class. (Creighton/Lybarger)

MOTION: To table the Creighton/Lybarger motion. (Introne/Jones) PASSED Unanimous

MOTION: To authorize the Vice President of Finance to make available to SCCA Pro the amount of \$400,000 to be repaid to SCCA Inc. immediately upon receipt of sponsorship receivables. (Jones/Allen) PASSED Voting NO, Porterfield, Christian, Sheridan, Lybarger, Creighton, Not voting, Sauce

MOTION: To approve David Newman as the Divisional Solo Steward for NEDIV. (Wannarka/Noble) PASSED Unanimous.

MOTION: To Approve the Board of Directors for SCCA Enterprises, consisting of Andy Porterfield (Chairman), Chris Funk, R David Jones.

(Porterfield/ Lybarger) PASSED Unanimous

MOTION: To change the Operations Manual Section III.B.7 regarding the President's Cup to read " Presented at the SCCA National Convention." (Wannarka/Dent) PASSED Unanimous

MOTION: To waive the provisions of GCR Section 3.9.1.F to allow RJ Lopez (member #388660) to change his Region of record, from SEDiv to CENDiv. (Lybarger/Jones) PASSED Unanimous

MOTION: To approve the addition of the NASA Competition License in GCR Section 3.1.5 paragraph 3 effective May 9<sup>th</sup>, 2008 (Gordy Porterfield) PASSED Unanimous

MOTION: To edit the Operations Manual to reflect the creation of "The SCCA Board of Directors Worker of the year award as defined as follows.

This award, privately endowed by a member, will be given annually to the volunteer who shows the greatest commitment to SCCA Motor Sports activities. The recipient can be involved in Solo, Rally or Club Racing. This person should personify the SCCA volunteer who gives of his/her time and effort to helping organize, work in a specialty or any volunteer role necessary to a motor sports event. The award is a trip to any motor sports event anywhere with any sanctioning body. The recipient must meet the following criteria and the other obligations and conditions stated below.

- 1.The member must have rendered long term service working SCCA events or activities.(5 years minimum)
2. Nominations can be made by any SCCA member or SCCA staff.
3. The recipient will be chosen by the Board of Directors.
4. Members who are excluded will be, any paid staff member, current BOD member or any member who is a paid consultant to SCCA.
5. The SCCA staff shall assist with any and all arrangements and where possible the recipient should be made part of the event.
6. The total contribution over a 20 year term will be \$100,000.00. Each recipient will have a maximum of \$5000.00 for expenses toward their destination.
7. The award will be terminated if SCCA discontinues from its current form, or merges with another sanctioning body or does not continue under the SCCA name.
8. The Award will be called "The SCCA Board of Directors Worker of the Year" as the contributor wants that to be the name.

(Sauce/Allen) PASSED Unanimous

**The following motions are related to items that were put forth by the Task Force on National Racing and the Championship Event (Runoffs).**

**(Note - Members are also encouraged to read the Club Racing Task Force Summary in the June Fastrack following the Board Minutes on page 6.)**

MOTION: That SCCA continue to have both National and Regional racing programs. (Jones/Dent) PASSED Voting NO, Allen, Noble

MOTION: That Improved Touring classes A, B, C, S & R, that I meet the 2.5 participation rule, be made eligible for participation in the National race program. (Jones/Introne) FAILED, Voting NO, Sauce, Gordy, Porterfield, Christian, Creighton, Dent, Abstaining, Wannarka, Lybarger

MOTION: That Improved Touring continue to be restricted to Regional competition only, and that the CRB use existing procedures to develop pathways to allow IT cars to migrate to limited prep Production configuration. (Jones/Creighton) PASSED Voting No, Wannarka, Introne, Sheridan, Christian

MOTION: That the CRB use existing procedures to revise the criteria for Runoffs qualification to increase emphasis on successful race competition, and less on minimum attendance. (Christian/Sheridan) FAILED, Voting NO, Sauce, Allen, Porterfield, Dent, Introne, Creighton

MOTION: Change GCR 3.9.1.A to read Championships shall be determined annually on the basis of.....in a maximum of seven (7) National Championship races. No more than three (3) races shall be outside the Division..... Effective October 13, 2008. (Noble/Jones) PASSED Voting NO, Christian

MOTION: Change GCR Section 3.9.2 A paragraph two, to read .....finisher in at least four (4) National.....Effective October 13, 2008. (Sauce/Allen). PASSED Voting NO, Dent, Christian

MOTION: That the CRB use existing procedures to implement class consolidation of CSR with DSR, and SSB with SSC or T3, effective October 13, 2008. (Dent/Introne) PASSED Unanimous

MOTION: That the CRB use existing procedures to structure National classes in the following manner by the 2010 competition year.

SRF, SM, CSR/DSR/S2, GTL/GT3, FP/HP/GP, GT3/DP, GT2/GT3/BP, FF, T1/ST, T2, T3/SSB, SSC/SSB, FV, GT1, AS, FA/FB, FC, EP, F5, FE, FM. (Dent/Sauce) PASSED Unanimous

MOTION: That for 2009 the Runoffs consist of 23 races for all 28 classes and for 2010, 21 races for 21 classes. (Gordy/Porterfield) PASSED, Voting NO, Sauce, Sheridan, Noble, Christian

MOTION: That the top 10 classes in National Participation from the previous year have stand alone races at the 2009 Runoffs. (Dent/Introne) PASSED Voting NO, Sauce, Creighton, Noble, Christian

MOTION: That the CRB be directed to establish the Runoffs Schedule such that Tuesday through Thursday be qualifying and races on Friday through Sunday, effective for the 2009 Runoffs. (Dent/Gordy) PASSED Voting NO, Sauce, Creighton, Lybarger, Christian

MOTION: That the BOD directs the CRB to draft a nationwide weighted points structure for Runoffs eligibility. (Noble/Wannarka) FAILED, Voting NO, Sauce, Christian, Lybarger, Porterfield, Creighton

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

Respectfully submitted,

Jim Christian  
Secretary

## **BOD/CLUB RACING TASK FORCE SUMMARY**

In response to declining entries and volunteer support for both the National Racing Program and the SCCA's Championship Event (Runoffs), a Task Force was established to review these programs and make recommendations on how interest in them might be renewed. The Task Force which consisted of representatives from the Board of Directors (BoD), the Club Racing Board (CRB) and the National Staff reviewed the programs, and along with extensive member input received over several years, made its recommendations to the Board of Directors. The Board at its May 10, meeting reviewed the Task Force recommendations, accepting some and rejecting others.

The Board recognizes that change is always welcome for some and difficult for others. The Board also wants to provide member assurance that the path to be taken will be straightforward and will be stable over a reasonable period of time. For these reasons, the Board required a larger consensus, a minimum of nine votes, for approval of each item in the proposal. Moreover, the Board is committed to seeing this program through without any substantive changes for at least the next three years. A few minor points are still to be resolved, but none will have any substantive changes to the program.

In the course of the Task Force's review, a number of items were identified that could be implemented for the 2008 Runoffs. None of these items would involve eligibility or the racing program, but would seek to improve the hospitality of the event. The significant changes in the racing program included in the Task Force proposal, and agreed to by the Board, would begin with the 2009 racing season.

The Task Force report included a number of recommendations ranging from minor changes to the existing program to a major overhaul of the entire program. The Board reviewed each item being proposed and voted for or against each. The proposal to include Improved Touring (IT) in the National program generated considerable discussion. At the conclusion of this discussion, the Board voted to not include IT in the National Racing Program, but because many IT drivers support IT as a National class, the Board will task the CRB to develop a simplified path for some IT classes to progress, with necessary modifications, to the Limited Preparation National classes.

Consolidation of classes was also a key item in the report. With the current 30 National classes, not all can be accommodated in their own race because of time available at the Runoffs. In addition, opportunities for new classes such as those using biofuels and hydrogen energy sources must be made possible for the future. Consequently, the Board has agreed to a consolidation plan that would begin with the 2009 season and will result in 23 race groups. The top 10 classes with the highest participation numbers based on the 2008 results will be guaranteed their own races, and the remaining classes may experience a race combined with another class. The latter would be based on the number of entries and car compatibility. For 2010 and beyond, there will be 21 National classes and 21 races at the Runoffs.

Specific consolidations for the 2009 competition year include: CSR and DSR, and SSB will be split between SSC and T3. For the 2010 season, the present class structure will be changed to the following 21 revised classes: SM, SRF, CSR/DSR/S2, GTL/GT3, FP/GP/HP, GT3/DP, GT2/GT3/BP, FF, T1/ST, T2, T3/SSB, SSC/SSB, FV, GT1, AS, FA/FB, FC, EP, F5, FE, and FM. Obviously, competition adjustments will need to be made by the Club Racing Board for some cars to ensure parity, and some current classes will need to be split between two or more new classes to minimize competition adjustments

Beginning in 2009, in order to qualify for the Runoffs, drivers must start and finish four races, two must be in their division of record, and points may be counted from a driver's best seven finishes. Also, the week of Runoff racing will begin on Tuesday with three days for qualifying followed by three days of racing. Section 9.1.12 of the GCR will continue to be utilized to determine the retention or inclusion of the various car classes as National classes.

The Board discussed whether or not to retain the current Club Racing program which provides for the Regional and National racing structure as compared to a program that would involve "just races." The latter would involve all races being equal but having Divisional Championships, a national points system or a combination thereof to select Runoffs entrants. While a change to the traditional Regional/National race concept had some support, the Board voted it would be best for the program to retain the current system.

The Board understands that because the program entails significant changes in many areas which will directly affect many of our competitors, these changes may cause concern. Furthermore, the Board understands these concerns and will strive to make any needed transitions as smooth and painless as possible.

Once again, the Board is committed to this program, without significant changes, for the next three years.

# CLUB RACING BOARD MINUTES

CLUB RACING BOARD | SPORTS CAR CLUB OF AMERICA, INC. | April 19-20, 2008

The Club Racing Board met face-to-face in Topeka, KS, April 19-20, 2008, and by teleconference on May 6, 2008. Participating were Bob Dowie, Chairman; Chris Albin, Stan Clayton, Dave Gomberg, Peter Keane, and Russ McHugh. Also participating were Jim Christian and Jerry Wannarka, BoD Liaisons; Howard Allen, BoD guest; Terry Ozment, Vice President of Club Racing; Jeremy Thoennes, Technical Services Manager; John Bauer, Technical Assistant Club Racing; and Lauri Burkons, CRB Secretary.

In addition to those items covered in Technical Bulletin 08-06, 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 subsection C and D to section 3.1.2 as follows:

*C. The practice sessions for both Nationals may be combined into a single session.*

*D. Time for the combined practice and qualifying session must be a minimum of 70 minutes*

**Item 2.** Effective 11/1/08, change section 9.3.19.A as follows:

Driving suits that effectively cover the body from the neck to the ankles and wrists. One piece suits are highly recommended. All suits shall bear an SFI 3.2A/1 or higher certification label or FIA 8856-1986 or 8856-2000 homologation. Underwear of fire resistant material shall be used except with suits carrying FIA standard 8856-1986 or 8856-2000 or SFI 3-2A/5 or higher (e.g., /10, /15, /20) Certification Patch.

**Item 3.** Effective 11/1/08, change section 9.4.F.5 as follows:

*Either an inspection hold between 3/16 and 1/4 inch diameter must be drilled in a non-critical area of the front and rear hoops, as well as one of the supplemental braces to facilitate verification of wall thickness; or alternatively, wall thickness may be determined by non-invasive means and noted in the log book as inspected by such means.*

Change section 9.4.5.E.4.d as follows:

*Either an inspection hole at least 3/16 inch diameter, but no greater than 1/4 inch diameter shall be drilled in a non-critical area of the front and rear hoop as well as one of the supplemental braces to facilitate verification of wall thickness; or alternatively, wall thickness may be determined by non-invasive means and noted in the log book as inspected by such means.. Formula Cars and Sports Racers with alternate roll structures are not required to have inspection holes, the wall thickness will be indicated on the back of the homologation certificate.*

### Formula

**Item 1.** Effective 11/1/08: Change the third paragraph of section 9.1.1.B.1 as follows:

It is not permitted to construct any suspension member in the form of an *asymmetrical* airfoil or to incorporate a spoiler in the construction of any suspension member. *Symmetrical streamlining of suspension members is permitted.*

### Grand Touring

**Item 1.** Change selected portions of recommended item 3 published in the May FasTrack to read as follows:

*GT3: The maximum width of the entire wing assembly (wing element, endplates, and mounting hardware) is 64.00 inches but no wider than the rear body width including fender flares.*

### Improved Touring

**Item 1.** Effective 1/1/09, reclassify the 1985-89 Toyota MR2 to ITB @ 2,525 lbs.

### Production

**Item 1.** Effective 11/1/08, change section 9.1.5.E.11.a as follows:

The use of a fuel cell is required unless the stock fuel tank is located between the axle centerlines and within the main chassis structure (i.e. frame rails, etc.). ~~Fuel cells are required on all Production Category cars, unless the car uses a stock plastic (non metal) fuel tank which installed in its stock location, has the centerline of the fuel tank located between the axle centerlines of the car and between the frame rails.~~ When the **stock** fuel tank is retained, it must be installed in its **stock** location, **additional** retention straps and other protection can be mandated on a car-by-car basis. Fuel cell mounting, location and fuel cell or **stock** fuel tank filler cap and vents, must meet the **specifications** of the GCR section 9.3.26.

## American Sedan

Item 1. Effective 11/1/08, change section 9.1.6.D.7.h as follows:

Underhood bracing on stock hoods may be modified or removed. *Fiberglass hoods, including cowl hoods up to 3 " may be used. Otherwise, the external profile of the hood shall remain stock. Ram air openings and rear openings must be blocked off to prevent passage of air.*

## Showroom Stock

Item 1. Effective 11/1/08, change section 9.1.7.B as follows:

~~Cars eligible for competition in a given year are those classified by the Club Racing Board by December 31st of the previous year. The Club Racing Board may reclassify cars during their first year of competition, effective the following year. Cars classified will be approved by ARB, EPA and DOT for sale in the United States. They shall be models intended to be available to the general public for purchase.~~

~~Current model year cars will be eligible for classification consideration if they are available to the general public through the normal dealer network by March 1st of the model year.~~

~~To be considered for classification a factory workshop manual or its equivalent and a Motor Vehicle Manufacturers Association (MVMA) "Manufacturers Motor Vehicle Specifications" form or equivalent, the Official SCCA Vehicle Technical Sheet (VTS), shall be on file with the Club Racing Department. Should the factory workshop manual not be available by December 31st of the year of classification, the official SCCA VTS shall be considered sufficient for the purposes of classification and shall be supplanted by the factory workshop manual or its equivalent (See TCS Section 9.1.10.B) when it becomes available. Copies of the official SCCA VTS sheets may be acquired from the SCCA National Office Technical Department.~~

~~If the manufacturer certifies that there are no technical changes between model years of a previously classified car, the factory workshop manuals or equivalent and the Official SCCA VTS on file at the National Office shall be considered sufficient for classification and compliance purposes. The certification shall become a permanent record of the classification in the National Office Technical Department.~~

~~Only those cars listed each year are eligible to compete. No updating or backdating of cars, models, specifications, and/or components thereof shall be permitted. Additions and deletions of automobiles shall be at the discretion of the SCCA. Automobiles sold by the Manufacturer/Distributor that are designated not for public use or cannot be licensed are not allowed in SS classes. The vehicle identification number (VIN) shall correspond with the model automobile classified. VIN plates or stampings shall remain in place. There must be a minimum of two (2) VIN plates or stampings that correspond with the model automobile classified. The tenth (10) position letter of the VIN determines the model year of the car ("W" = 1998, "X" = 1999, "Y" = 2000, "1" = 2001, "2" = 2002, "3" = 2003, etc.).~~

## Touring

Item 1. Effective 11/1/08, change section 9.1.10.C.3 as follows:

~~Cars eligible for competition in a given year are those classified by the SCCA Club Racing Board by December 31 of the previous year. Cars classified shall have been approved by the ARB, EPA, and DOT for sale in the United States, and shall be models intended to be available to the general public for purchase.~~

~~a. The Club Racing Board may classify any particular model of a car, and may permit specific factory options for that car. Such options shall be listed on the Specification Line for that vehicle. No unlisted models or factory options are eligible. If no specific model or options are listed on said line, the classified car shall be the base model with no options. Converting a car delivered with an automatic transmission to a manual transmission is allowed as long as all components which differ, including, but not limited to, radiator, springs, engine management systems, final drive ratio, etc., are converted to manual transmission specification.~~

~~b. To be considered for Classification, a factory workshop manual and a Motor Vehicle Manufacturers Association (MVMA) "Manufacturers Motor Vehicle Specifications" form, or its equivalent, the official SCCA Vehicle Technical Sheet (VTS), shall be on file with the Club Racing Department. Should the factory workshop manual not be available by December 31st of the year of classification, the official SCCA VTS shall be considered sufficient for the purposes of classification and shall be supplanted by the factory workshop manual or its equivalent (See TCS 9.1.10.B) when it becomes available. Copies of the official SCCA VTS may be acquired by the SCCA National Office Club Racing Technical Services Department.~~

~~If the manufacturer certifies that there are no technical changes between model years of a previously classified car, the factory workshop manuals or equivalent and the official SCCA VTS on file at the National Office shall be considered sufficient for classification and compliance purposes. The certification shall become a permanent record of the classification in the National Office Club Racing Technical Services Department.~~

~~a e. Only those cars listed each year are eligible to compete. Additions and/or deletions of automobiles shall be at the discretion of the SCCA.~~

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

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

### **RECOMMENDATIONS TO THE BoD**

None

### **MEMBER ADVISORIES**

None

### **NEW CAR CLASSIFICATIONS**

GT1 – Ford Mustang bodywork (05-08)

GTL – Honda Civic bodywork (96-06)

ITR – Mazda RX8 @ 2,980 lbs (effective 1/1/09)

ITA – Dodge Neon RT & ACR (01-03)

ITA – Dodge Neon SE, ES, and SXT (00-03)

ITB – Mazda Protégé ES (99-00)

T1 – Ferrari 355 Berlinetta (1995)

T2 – Subaru WRX STI (2007)

T3 – Subaru WRX TR (2007)

### **REFERRED or TABLED**

#### **GCR**

1. Where did the sound changes come from (Perrault). Tabled for further discussion.
2. Tech Specialty Manual (Creighton). Tabled for review and edit.

#### **Formula/Sports Racer**

CSR – Allow the MSR Formula Mazda conversion to run at 1440 lbs. and 48mm (Schumacher). Tabled for further discussion.

#### **Improved Touring**

1. ITB – Review the classification weight of the Golf 2 (Schaafsma). Tabled for further research.
2. ITB – Review the classification weight of the Capri (Childs). Tabled for further research.
3. ITB – Review the classification of the 1982 BMW 320i 1.8L (Spencer). Tabled for further research.
4. ITR – Classify the 1995 BMW M3 (Ambivero). Tabled for advisory committee discussion.
5. ITR – Classify the BMW Z4 2.5 (Sirota). Tabled for advisory committee discussion.
6. ITR – Allow V8s (Elmer). Tabled for further research.

#### **Production**

P – Classify the Fiero (Schuman). Tabled for further research.

#### **Touring/Showroom Stock**

SSB – Help the 1999-2005 Miata (3 letters). Tabled for further research.

### **NOT RECOMMENDED**

#### **GCR**

1. Allow a multi-piece main hoop (Dietz). The specifications are adequate as written.

2. Increase the wall thickness for cars over 2700 lbs (Myers). The specifications are adequate as written.
3. Allow the track and community to decide sound levels (Stavely). Competitors need a consistent standard across the country.
4. Eliminate "qualifying" engines for F500 (Schmidt). There is no way to enforce such a rule in a class without sealed engines.

### **Formula/Sports Racer**

FC – Allow a larger restrictor for the Zetec engine (Weitzenhof). The specs are appropriate as written,

CSR – Clarify forced induction preparation (Staff). The rules are adequate as written.

### **Grand Touring**

1. GT – Remove or reduce the IRS weight penalty (Burke). The weight penalty is appropriate for the performance advantage.
2. GT2 – Allow the 1996 BMW E-36 1798 cc an unrestricted plenum intake manifold and a weight of 1,800 lbs (DesJardin). The car is classified appropriately.
3. GTL – Classify the Lotus Elise (Brown). Consider the Production category.
4. GTL – Remove the 50 lb weight penalty from the BLM engines (Linn). The rule is adequate as written.

### **Improved Touring**

IT – Allow remote reservoir shocks in IT (Seelig). Inconsistent with class philosophy.

### **Prepared**

1. Accept Pro Racing technical inspections (Hamm). The rule is adequate as written.
2. P – Allow alternate cross members (Fuehrer). Inconsistent with the class philosophy. Replacing major structural components is not allowed.
3. P – Allow cars older than 1990 (Thompson). The Prepared classification was created to embrace newer cars.
4. DP – Remove the 29mm SIR requirement from the Nissan SER (Crelin). The specifications are adequate as written.
5. DP – Reduce the weight of the DP cars (Valdez). Weights are appropriate as specified.

### **Production**

1. P – Allow a Weber carburetor anywhere an auto-type side draft is permitted (LaViola). Various types of side drafts are in use.
2. EP – Classify the DARE G.4 and G.12 (Allen). The car does not meet the Production numbers required in section 9.1.5.B.3.
3. FP – Take back the 36 mm chokes and allow 3TC crankshaft with 34 mm chokes on the Toyota Corolla (Church). The committee will monitor the car's performance.
4. FP – Reduce the weight of the Toyota Corolla by 75 lbs (Church). The weight is appropriate as specified.
5. FP – Correct the Turner 1500 choke size to 34 mm (Walsh). While the Lotus shares the same engine, it has limitations in other areas.
6. HP – Remove 50-75 lbs from all HP cars (David). The CRB wishes to monitor the class at the current weights.

### **American Sedan**

Allow alternate Edelbrock intake and GM iron heads (Bailey). Cylinder heads are currently under discussion.

### **Touring/Showroom Stock**

1. T1 – Allow the Viper alternate gearshift (Pintaric). Inconsistent with class philosophy.
2. T2 – Allow alternate wheels and tires for the F body (Pettiford). The car is competitive as specified.
3. T2 – Allow alternate springs for the EVO (Peter). The specifications are correct as written.
4. T2 – Reclassify the Lotus to T3 (Brannon). The car is adequately classified.
5. T3 – Allow a 3.62 final drive ratio on the Z4 (Dryden). Alternative final drive ratios are not permitted.

### **Spec Miata**

Allow 1994-97 cars 4.3:1 gear ratio and add 25 lbs (Henry). The car is competitive as specified.

## **Previously Addressed**

Addressed in *Technical Bulletin 08-05* or the *May 2008 FasTrack*:

GT1 – Allow weight reduction for 12 in. rotors (Jung).

## **No Action Required**

### **GCR**

1. Review the rollcage requirements and front down tube lengths (Stavely). We recommend gussets at all joints and the rules allow for additional tubes within the boundaries of the cage structure. Refer to sections 9.4.G.5 and 9.4.G.6.
2. Update the GCR monthly (Kumar). Thank you for your input. An updated GCR is available on the SCCA website on a quarterly basis.
3. Allow fuel sample ports in return lines (Miskoe). Thank you for your input. The proposed rule does not preclude the port being in the return line, but without adequate pressure, this location may not deliver the sample in a reasonable time.
4. Opposition to fuel rules (McAbee/Homyak). Thank you for your input.
5. Opposition to allowing the steering lock to be disabled and not removed (Dewhurst). Thank you for your input.
6. Consolidation of national classes (Zekert). Thank you for your input.
7. Address improving position on start/restart (Homyak). Thank you for your input.

### **Formula/Sports Racer**

1. FS – Opposition to Formula First (Engler). Thank you for your input.
2. FV – Allow use of any oil or lubricants (Varacins). Thank you for your input. As the FV specifications do not address the use of lubricants, the provisions provided in GCR section 9.3.36 Oil and Oil Additives apply. (See section 1.2.4 Interpretation and Application of the GCR.)

### **Grand Touring**

GT – Opposition to fuel injection penalty (Finch). Thank you for your input.

### **Improved Touring**

ITR – Allow non-OEM hardtop for the S2000 (Lally). Thank you for your input. The rule allowing replacement parts is adequate.

### **Prepared**

1. Allow alternate bodywork (Cisar). The rules recognize the cars as approved by the VTS sheet for World Challenge.
2. Change the SIR sizes and requirements for WC cars (Jones/ Wicht). The rules recognize the cars as approved by the VTS sheet for World Challenge.
3. Reduce the weight of DP cars to 2300 lbs (Jones). The rules recognize the cars as approved by the VTS sheet for World Challenge.
4. Clarify the BP weights for former WC cars. (Wicht) The rules recognize the cars as approved by the VTS sheet for World Challenge.
5. Make Prepared eligible for the Runoffs (Lux/Wilson). Thank you for your input.

### **Production**

1. EP – Review/reclassify the Volvo 1800 E/ES (Rose). The car is classified in FP. Please clarify your request.
2. FP – Lotus input (Flesher). Thank you for your input. The CRB and advisory committee continue to work on a solution.

### **Touring/Showroom Stock**

T/SS – Opposition to removal of hardtops (Peter). Thank you for your input.

## **Resumes**

None

# CLUB RACING TECHNICAL BULLETIN

**DATE:** April 19-20 & May 6, 2008

**NUMBER:** TB 08-06

**FROM:** Club Racing Board

**TO:** Competitors, Stewards, and Scrutineers

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

All changes are effective 6/1/08 unless otherwise noted.

## GCR

1. As approved by the BoD in this FasTrack, effective 5/9/08, change the third paragraph of section 3.1.5, p. 8, by adding to the end as follows: *NASA (Competition License)*.
2. As approved by the BoD in the May FasTrack, effective 4/20/08, replace 8.1.4 with:  
8.1.4. Rules Interpretation

To obtain a determination on the legality of a vehicle or component without filing a formal protest, a competitor member may request such a ruling from the Club Racing Office. The Chairman of the Stewards program will then convene a first court. The protest and appeal procedures described in sections 8.3 and 8.4 apply, except that penalties or penalty points will not be assessed in the event of a negative ruling.

Each court (first and appeals, as applicable) will consult the Club Racing Board for expert technical testimony. After receiving the decision of the first court, the member may do one of the following:

- Request court of appeals review, and provide additional evidence to the court of appeals, if desired.
- Withdraw a request for court of appeals review, if previously made

A non-compliant ruling will be published; a compliant ruling will not be published. The fees for this service are as follows:

First Court                      \$125

Appeals Court                      \$175.

3. As approved by the BoD in the May FasTrack, effective 4/20/08, replace the last two sentences of 8.4.6 with the following: Penalties involving time, disqualification, suspension, or loss of points shall be made effective from the date of the conclusion of the event involved. 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 suspension penalty begins.
4. As approved by the BoD in the May FasTrack, effective 4/20/08, add a new item 3 in 7.4.A and renumber the remainder of 7.4.A:
  3. Loss of event points                      1 point
  5. Correct section 9.4.B.2, p. 96, by adding a new section e. to read as follows:
    - e. *On cars where the rear window/bulkhead prohibits the installation of rear braces (e.g. Honda del Sol), the main hoop shall be attached to the body by plates welded to the cage and bolted to the stock shoulder harness mounting points. This installation design must incorporate a diagonal bar connecting the top of the main hoop to the lower front passenger side mounting point (Petty Bar). Alternatively, the rear window may be removed and a clear, lexan replacement installed. The rear cage braces may pass through this replacement window and through the engine cover or bodywork to allow connection to the frame or unibody. Such allowances shall be noted on the car's specification line.*
6. Change the table in section 9.4.F.2, p. 98, as follows:

<b>GCR Vehicle Weight</b>	<b>Tubing Size (inches)</b> <b>(outer diameter x wall thickness)</b>
Up to 1700 lbs	1.375 x .080
1701-2699 lbs	1.500 x .090
	1.625 x 0.080
2700 lbs and up	1.750 x .095
	1.625 x .120

## Formula

### FA

1. Section 9.1.1.A, Table 2, p. 182, change the Pro Formula Ford 2000 specs as follows: Wheel Width (in) +/- .060: (F) 8 max. (R)10 max.
2. Section 9.1.1.A.2.b, FA Engine Table, p. 179, add a new spec line AA. To read as follows: Manufacturer: Mazda, Engine Series: 13B Peripheral Port, Req'd Restrictor: 36mm SIR, Weight(lbs): metallic chassis: 1230, non-metallic chassis: 1255.

### FC

1. Add to section 9.1.1.B.3.ff as follows: The use of the Fast Forward aluminum cylinder head is permitted. *The following dimensions must be maintained.*

*Intake port maximum volume      70.0 cc.*

*Exhaust port maximum volume    52.0 cc.*

*Intake port surface to exhaust port surface 5.580 +/- 0.020 inches*

Intake valve center line to (adjacent) intake valve center line 4.015 +/- 0.015 inches

Exhaust valve center line to (adjacent) exhaust valve center line 4.015 +/- 0.015 inches

The machine tool marks in the intake and exhaust ports must remain untouched for 0.750 inches from the respective gasket surfaces.

2. As approved by the BoD in the May FasTrack, effective 4/20/08, 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

## FB

1. As approved by the BoD in the May FasTrack, effective 4/20/08, 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.
2. As approved by the BoD in the May FasTrack, effective 4/20/08, 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.

## Grand Touring

### GT1

1. Section 9.1.2.E.1.c, p. 264, change the Ford Mustang (99-) spec line as follows: model years 99-04.
2. Section 9.1.2.E.1.c, p. 264, add the Ford Mustang (05-08) bodywork w/ 102" wheelbase.

### GT2

1. Cars - ACURA, p. 280, add to the RSX specs as follows: Notes: Hood bulge permitted with no openings.
2. Cars - MAZDA, p. 286, correct the MX-5 / Miata specs to read as follows: Notes: Rotary engine setback from the front spindle centerline to the front spark plug is 4.5".
3. Engines - MAZDA, p. 286, correct the 12A Street Port specs by deleting the Notes in their entirety.
4. Engines - MAZDA, p. 286, correct the 12A Street/Bridge/Peripheral Port specs by deleting the Notes in their entirety.
5. Engines - MAZDA, p. 286, correct the 13B Street/Bridge Port specs by deleting the Notes in their entirety.
6. Engines - MAZDA, p. 286, correct the 13B Peripheral Port specs by deleting the Notes in their entirety.
7. Engines - MAZDA, p. 286, correct the Renesis specs by deleting the Notes in their entirety.
8. Engines - MAZDA, p. 287, correct the 20B specs by deleting the Notes in their entirety.
9. Classify the VQ35 block w/ VQ30 crankshaft.  
Add new spec line to GTCS, Engines - NISSAN, p. 289, Engine Family: VQ35 w/ VQ30 crank, Engine Type: DOHC, Bore x Stroke(mm): 95.5 x 73.3, Displ.(cc): 3150.3, Head Type: Alum, Crossflow, Valves / Cyl.: 4, Fuel Induction: 37mm SIR, Weight(lbs): 2280, Notes: Nismo cyl. head #1104ORRZ30 and 1109ORRZ30 allowed.
10. Classify the VQ30 block w/ VQ35 crankshaft.  
Add new spec line to GTCS, Engines - NISSAN, p. 289, Engine Family: VQ30 w/ VQ35 crank, Engine Type: DOHC, Bore x Stroke(mm): 93.0 x 81.4, Displ.(cc): 3317.7, Head Type: Alum, Crossflow, Valves / Cyl.: 4, Fuel Induction: 37mm SIR, Weight(lbs): 2280, Notes: Nismo cyl. head #1104ORRZ30 and 1109ORRZ30 allowed.

### GT3

1. Engines - ACURA, p. 296, change the K20A series engine specs to read as follows: Fuel Induction: 33mm SIR.
2. Engines - AUDI, p. 299, change the 1984cc DOHC engine specs to read as follows: Fuel Induction: 33mm SIR.
3. Engines - HONDA, p. 301, change the K20A series engines specs to read as follows: Fuel Induction: 33mm SIR.
4. Cars - MAZDA, p. 302, correct the 626 specs by adding to the specs as follows: Notes: Rotary engine setback from the front spindle centerline to the front spark plug is 4.5".
5. Cars - MAZDA, p. 302, correct the 626 specs by adding to the specs as follows: Notes: Rotary engine setback from the front spindle centerline to the front spark plug is 4.5".
6. Cars - MAZDA, p. 302, correct the MX-3 specs by adding to the specs as follows: Notes: Rotary engine setback from the front spindle centerline to the front spark plug is 4.5".
7. Cars - MAZDA, p. 302, correct the MX-5 / Miata specs by adding to the specs as follows: Notes: Rotary engine setback from the front spindle centerline to the front spark plug is 4.5".
8. Cars - MAZDA, p. 302, correct the MX-5 specs by adding to the specs as follows: Notes: Rotary engine setback from the front spindle centerline to the front spark plug is 4.5".
9. Cars - MAZDA, p. 302, correct the MX-6 specs by adding to the specs as follows: Notes: Rotary engine setback from the front spindle centerline to the front spark plug is 4.5".
10. Cars - MAZDA, p. 302, correct the Protégé specs by adding to the specs as follows: Notes: Rotary engine setback from the front spindle centerline to the front spark plug is 4.5".
11. Engines - MAZDA, p. 302, correct the 12A Street Port specs by deleting the Notes in their entirety.
12. Engines - MAZDA, p. 302, correct the 12A Bridge Port specs by deleting the Notes in their entirety.
13. Engines - MAZDA, p. 302, correct the 12A Street Port specs by deleting the Notes in their entirety.
14. Engines - MAZDA, p. 302, correct the 12A Peripheral Port specs by deleting the Notes in their entirety.
15. Engines - MAZDA, p. 302, correct the 13B Street Port specs by deleting the Notes in their entirety.
16. Engines - MAZDA, p. 302, correct the 13B Bridge/Peripheral Port specs by deleting the Notes in their entirety.
17. Engines - MAZDA, p. 302, correct the Renesis Street Port specs by deleting the Notes in their entirety.
18. Engines - MAZDA, p. 302, correct the Renesis Bridge/peripheral Port specs by deleting the Notes in their entirety.

19. Engines – MAZDA, p. 302, change the MZR 1999cc engine specs to read as follows: Fuel Induction: 33mm SIR.
20. Engines – MAZDA, p. 302, change the 2189cc engine specs to read as follows: Fuel Induction: (2) auto-type w/ 38mm choke(s), Weight(lbs): 1980.
21. Engines – NISSAN, p. 307, change the SR20DE/VE series engine specs to read as follows: Fuel Induction: 33mm SIR.
22. Engines – PORSCHE, p. 307, change the 1968cc engine specs to read as follows: Notes: Intake manifold: #021-129-705R. Cylinder barrels may be of alternate material. Alt. head: Type 1/Type 3. OEM 2-valve air cooled heads may be modified to utilize two (2) spark plugs per cylinder.
23. Engines – SAAB, p. 308, change the 1985cc DOHC engine specs to read as follows: Fuel Induction: 33mm SIR.
24. Engines – TOYOTA, classified in TB 08-03, change the 7AFE series engine specs to read as follows: Fuel Induction: 33mm SIR.
25. Engines – VOLKSWAGEN, p. 310, change the 1984cc DOHC engine specs to read as follows: Fuel Induction: 33mm SIR.

#### GTL

1. Classify the 96-06 Honda Civic in GTL.  
Add new spec line to GTCS, p. 317, Cars – HONDA, Model: Civic, Years: 96-06, Body Style: 2dr, Driveline: FWD, Wheelbase(in): 103.2, Notes: Hood bulge permitted, no openings.

#### Improved Touring

##### ITA

1. Classify the 01-03 Dodge/Plymouth Neon RT & ACR in ITA.  
Add new spec line to ITCS, p. 353, Dodge/Plymouth Neon RT & ACR (01-03), Engine Type: 4 Cyl SOHC, Bore x Stroke(mm) / Displ.(cc): 87.5 x 83.0 / 1995, Valves IN & EX(mm): (I)34.9 (E)28.5, Comp. Ratio: 9.8, Wheelbase(in): 103.0, Wheel Dia.(in): 15, Gear Ratios: 3.50, 1.95, 1.36, 0.97, 0.81, Brakes Std.(mm): (F)257 Vented Disc (R)270 Solid Disc, Weight(lbs): 2780.
2. Classify the 00-03 Dodge/Plymouth Neon incl. SE, ES, & SXT in ITA.  
Add new spec line to ITCS, p. 353, Dodge/Plymouth Neon incl. SE, ES, & SXT (00-03), Engine Type: 4 Cyl SOHC, Bore x Stroke(mm) / Displ.(cc): 87.5 x 83.0 / 1995, Valves IN & EX(mm): (I)33.4 (E)28.8, Comp. Ratio: 9.3, Wheelbase(in): 103.0, Wheel Dia.(in): 14, Gear Ratios: 3.50, 1.95, 1.36, 0.97, 0.81, Brakes Std.(mm): (F)257 Vented Disc (R)270 Solid Disc, Weight(lbs): 2440.

##### ITB

1. Classify the 99-00 Mazda Protégé ES in ITB.  
Add new spec line to ITCS, p. 363, Mazda Protégé ES (99-00), Engine Type: 4 Cyl DOHC, Bore x Stroke(mm) / Displ.(cc): 83.0 x 85.0 / 1839, Valves IN & EX(mm): (I)31.5 (E)27.6, Comp. Ratio: 9.1, Wheelbase(in): 102.8, Wheel Dia.(in): 15, Gear Ratios: 3.42, 1.84, 1.29, 1.03, 0.78, Brakes Std.(mm): (F)258 Vented Disc (R)200 Drum, Weight(lbs): 2645.

#### Production

##### EP

1. Classify the Elva Courier Mk I, II, & III 1622 & 1798 in EP with Level 1 prep.  
Add new spec line to PCS-B, p. 418-419, Elva Courier Mk I, II, & III 1622 & 1798, Prep. Level: 1, Weight(lbs): 1622cc: 1530, 1798cc: 1630, 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: (2) 1.75" 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.
2. Classify the Elva Courier Mk III, IV 1800 & Mk IV R & C in EP with Level 1 prep.  
Add new spec line to PCS-B, p. 420-421, Elva Courier Mk III, IV 1800 & Mk IV R & C, Prep. Level: 1, Weight(lbs): 1630, 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) 1.75" 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.
3. Honda S2000 (00-03), classified in TB 08-03, change the specs to read as follows: Wheels(max): 16 x 7.5.
4. Toyota MR-2, p. 428-429, add to the specs as follows: Notes: Can use stock fuel tank.
5. Volkswagen Golf GTI (87-89), p. 430-431, add to the specs as follows: Notes: Can use stock fuel tank if stock rear bumper and bumper support structure is retained.

##### FP

1. Nissan/Datsun SPL 311/311-U, p. 440-441, change the specs to read as follows: Carb. No. & Type: (2) auto type side draft 45mm max throttle bore w/ 38mm choke(s) on I.R. manifold.
2. Porsche 914-4, p. 440-441, change the specs to read as follows: Weight(lbs): 1970.
3. Classify the 76-84 Porsche 924 with level 2 prep in FP.  
Add new spec line to PCS-B, p. 440-441, Porsche 924 (76-84), Prep. Level: 2, Weight(lbs): 2200 \*2255 \*\*2310, Engine Type: 4 Cyl SOHC, Bore x Stroke(mm): 86.5 x 84.4, Displ.(cc): 1984, Block Mat'l: Iron, Head Mat'l: Alum, Valves IN & EX(mm): (I)40.0 (E)33.0, Carb. No. & Type: Fuel Injection, Wheelbase(mm): 2400, Track (F/R)(mm): 1420 / 1392, Wheels(max): 15 x 7, Trans. Speeds: 5, Brakes Std.(mm): (F)282 Vented Discs (R)290 Solid Disc, Notes: Comp. Ratio limited to 10.5:1, Valve lift limited to .500".  
Note: This car was included in the 2007 Prod car drop list.
4. Toyota MR-2 1.6I (85-89), p. 442-443, add to the specs as follows: Notes: Can use stock fuel tank.
5. Volkswagen Golf 1.8 (85-92), p. 442-443, add to the specs as follows: Notes: Can use stock fuel tank if stock rear bumper and bumper support structure is retained.

6. Volkswagen Jetta 1.8 (85-92), p. 442-443, add to the specs as follows: Notes: Can use stock fuel tank if stock rear bumper and bumper support structure is retained.

**GP**

1. Volkswagen Jetta 1780 (85-91), p. 452-453, add to the specs as follows: Notes: Can use stock fuel tank if stock rear bumper and bumper support structure is retained.

2. Volkswagen Golf (GTI, GT, GT), p. 452-453, add to the specs as follows: Notes: Can use stock fuel tank if stock rear bumper and bumper support structure is retained.

**HP**

1. BLMI Austin/Morris Mini Cooper (level 1 suspension/level 2 engine), p. 454-455, add to the specs as follows: Valves IN & EX(in): (I)1.406 (E)1.219.

2. Nissan/Datsun PL510, p. 458-459, add to the specs as follows: Notes: (2) auto type side drafts w/ 30mm choke(s) allowed @ 2050 (\*2101 \*\*2153).

3. Volkswagen Golf (GTI, GT, GT), p. 460-461, add to the specs as follows: Notes: Can use stock fuel tank if stock rear bumper and bumper support structure is retained.

4. Volkswagen Jetta 1780 (85-91), p. 460-461, add to the specs as follows: Notes: Can use stock fuel tank if stock rear bumper and bumper support structure is retained.

**American Sedan**

1. The AS advisory committee presents the following revision to the AS Specification Table. This new table replaces those previously published and includes the classification of additional T2 cars into AS. The committee has also approved the use of fiberglass hoods for the Mustang as reflected below.

AS	Wheel- base (inch)	Gear Ratios (Std.)	Gear Ratios (alt.)	Gear Ratios (alt.)	Brakes (Max) (in/mm)	Weight (lbs)	Notes:
Cadillac CTS-V (04-05) Restricted Prep.	113.4	2.97, 2.07, 1.43,1.00, 0.84, 0.56			(F) 355 Vented Disc (R) 365 Vented Disc	3940	Cars shall be prepared to ASCS except that engines and transmissions/final drives must comply with TCS sections 9.1.10.D, 9.1.10.D.1, 9.1.10.D.4. Exhaust systems may be modified per ASCS specifications except OEM manifolds must be maintained. OEM engine/transmission mounts must be maintained. OEM accessory drives must be maintained, except for removal of Air Conditioning Compressors and Supplemental A.I.R. pumps. Shorter drive belts and/or idler pulleys may be utilized. OEM overbore replacement pistons may be utilized. ABS brake systems must be disabled by disconnecting a front wheel speed sensor. An additional rear brake proportioning valve may be added. Factory fuel tanks may be utilized until Dec 31st 2009 unless specifically allowed. Roll cages in existing cars must meet or exceed 2003 TCS specifications. Newly constructed cars must meet ASCS roll cage requirements. A .060 in. thick SIR may be added to maintain performance parity within the class. Max. Tire Size: 275, Max. Wheel Size: 18 x 9.5.
Cadillac CTS-V (06-07) Restricted Prep.	113.4	2.97, 2.07, 1.43, 1.00, 0.84, 0.56			(F) 355 Vented Disc (R) 365 Vented Disc	3990	Cars shall be prepared to ASCS except that engines and transmissions/final drives must comply with TCS sections 9.1.10.D, 9.1.10.D.1, 9.1.10.D.4. Exhaust systems may be modified per ASCS specifications except OEM manifolds must be maintained. OEM engine/transmission mounts must be maintained. OEM accessory drives must be maintained, except for removal of Air Conditioning Compressors and Supplemental A.I.R. pumps. Shorter drive belts and/or idler pulleys may be utilized. OEM overbore replacement pistons may be utilized. ABS brake systems must be disabled by disconnecting a front wheel speed sensor. An additional rear brake proportioning valve may be added. Factory fuel tanks may be utilized until Dec 31st 2009 unless specifically allowed. Roll cages in existing cars must meet or exceed 2003 TCS specifications. Newly constructed cars must meet ASCS roll cage requirements. A .060 in. thick SIR may be added to maintain performance parity within the class. Max. Tire Size: 275, Max. Wheel Size: 18 x 9.5.
Camaro & Firebird (82-92)	101.0	3.42, 2.28, 1.45, 1.00	2.95, 1.94, 1.34, 1.00, 0.73	3.35, 1.93, 1.29, 1.00, 0.61	12.2 x 1.25 Disc	3280 Over 313 CID 3580	Dana 44 axle permitted. Harwood fiberglass hood (P/N 12100) is permitted. Engine built to A/S Build Sheet specifications with the following: Head Casting #'s: 14101081, 14014416 Port Volume (Max.): 081 casting: 170.00 cc IN/65.00 EX; 416 Casting 168.00cc IN/60.00 EX
Camaro & Firebird (93-02)	101.1	2.95, 1.94, 1.34, 1.00, 0.73	3.35, 1.93, 1.29, 1.00, 0.61		12.2 x 1.25 Disc	3280 Over 313 CID 3580	Dana 44 axle permitted. Alt Hood: American Sports Car Design, Inc. (Part # S-400) w/rear opening closed. Right side wiper mechanism may be removed and underside of cowl may be modified to facilitate carb installation. P/S bracket may be modified or replaced to accommodate the P/S pump. The cowl and shock tower sheet metal may be modified to allow the installation of an 82-92 F-body brake booster and master cylinder. Camaro SS hood from SLP or SVD is permitted with ram air opening sealed to prevent the passage of air. Engine/transmission installation procedure as provided by SCCA Club Racing shall be utilized. WS6 hood is permitted with ram air opening sealed to prevent the passage of air. Engine built to A/S Build Sheet specifications with the following: Head Casting #'s: 14101081, 14014416 Port Volume (Max.): 081 casting: 170.00 cc IN/65.00 EX; 416 Casting 168.00cc IN/60.00 EX
Camaro & Firebird (93-97) Restricted Prep.	101.1	2.97, 2.07, 1.43, 1.00, 0.80, 0.62			12.2 x 1.25 Disc	3580	Cars shall be prepared to ASCS except that engines and transmissions/final drives must comply with TCS sections 9.1.10.D, 9.1.10.D.1, 9.1.10.D.4. Exhaust systems may be modified per ASCS specifications except OEM manifolds must be maintained. OEM engine/transmission mounts must be maintained. OEM accessory drives must be maintained, except for removal of Air Conditioning Compressors and Supplemental A.I.R. pumps. Shorter drive belts and/or idler pulleys may be utilized. OEM overbore replacement pistons may be utilized. ABS brake systems must be disabled by disconnecting a front wheel speed sensor. An additional rear brake proportioning valve may be added. Factory fuel tanks may be utilized until Dec 31st 2009 unless specifically allowed. Roll cages in existing cars must meet or exceed 2003 TCS specifications. Newly constructed cars must meet ASCS roll cage requirements. A .060 in. thick SIR may be added to maintain performance parity within the class. Max. Tire Size: 275, Max. Wheel Size: 16 x 8.

AS	Wheel-base (inch)	Gear Ratios (Std.)	Gear Ratios (alt.)	Gear Ratios (alt.)	Brakes (Max) (in/mm)	Weight (lbs)	Notes:
Camaro & Firebird (98-02) Restricted Prep.	101.1	2.66, 1.78, 1.30, 1.00, 0.74			12.2 x 1.25 Disc	3680	Cars shall be prepared to ASCS except that engines and transmissions/final drives must comply with TCS sections 9.1.10.D, 9.1.10.D.1, 9.1.10.D.4. Exhaust systems may be modified per ASCS specifications except OEM manifolds must be maintained. OEM engine/transmission mounts must be maintained. OEM accessory drives must be maintained, except for removal of Air Conditioning Compressors and Supplemental A.I.R. pumps. Shorter drive belts and/or idler pulleys may be utilized. OEM overbore replacement pistons may be utilized. ABS brake systems must be disabled by disconnecting a front wheel speed sensor. An additional rear brake proportioning valve may be added. Factory fuel tanks may be utilized until Dec 31st 2009 unless specifically allowed. Roll cages in existing cars must meet or exceed 2003 TCS specifications. Newly constructed cars must meet ASCS roll cage requirements. A .060 in. thick SIR may be added to maintain performance parity within the class. Max. Tire Size: 275, Max. Wheel Size: 16 x 8.
Mustang Incl. Cobra & Cobra R (79-93)	100.4	3.07, 1.72, 1.00, 0.70	2.95, 1.94, 1.34, 1.00, 0.63	3.35, 1.99, 1.33, 1.00, 0.68	12.2 x 1.25 Disc	3080 Over 313 CID 3580	Permitted: Rear disc brake kit (M-2300-C) and/or 5-lug kit (M-2300-F). Engine built to A/S Build Sheet specifications with the following: Head Casting #'s: F3ZE-AA (GT40), F1ZE-AA (GT-40), F7TE-AA (GT-40P) Port Volume (Max.): 143.00cc IN/54.00cc EX (GT-40 & GT-40P) Fiberglass hoods, including cowl hoods up to 3 " may be used. Otherwise, the external profile of the hood shall remain stock. Ram air openings and rear openings must be blocked off to prevent passage of air.
Mustang Incl. Cobra thru 95 (94-98)	101.3	2.95, 1.94, 1.34, 1.00, 0.63	3.35, 1.99, 1.33, 1.00, 0.68		12.2 x 1.25 Disc	3280 Over 313 CID 3580	Cobra R hood (F5ZV-16612-AA) is permitted with rear opening closed off. Hydro boost braking system is not permitted. Any 1994, and up, Mustang vacuum assisted braking system shall be used. Engine built to A/S Build Sheet specifications with the following: Head Casting #'s: F3ZE-AA (GT40), F1ZE-AA (GT-40), F7TE-AA (GT-40P) Port Volume (Max.): 143.00cc IN/54.00cc EX (GT-40 & GT-40P) Fiberglass hoods, including cowl hoods up to 3 " may be used. Otherwise, the external profile of the hood shall remain stock. Ram air openings and rear openings must be blocked off to prevent passage of air.
Mustang Cobra (94-95) Restricted Prep.	101.3	3.35, 1.99, 1.33, 1.00, 0.68			(F) 330 Vented Disc (R) 296 Vented Disc	3580	Cars shall be prepared to ASCS except that engines and transmissions/final drives must comply with TCS sections 9.1.10.D, 9.1.10.D.1, 9.1.10.D.4. Exhaust systems may be modified per ASCS specifications except OEM manifolds must be maintained. OEM engine/transmission mounts must be maintained. OEM accessory drives must be maintained, except for removal of Air Conditioning Compressors and Supplemental A.I.R. pumps. Shorter drive belts and/or idler pulleys may be utilized. OEM overbore replacement pistons may be utilized. ABS brake systems must be disabled by disconnecting a front wheel speed sensor. An additional rear brake proportioning valve may be added. Factory fuel tanks may be utilized until Dec 31st 2009 unless specifically allowed. Roll cages in existing cars must meet or exceed 2003 TCS specifications. Newly constructed cars must meet ASCS roll cage requirements. A .060 in. thick SIR may be added to maintain performance parity within the class. Max. Tire Size: 275, Max. Wheel Size: 17 x 9.
Mustang Cobra R (1995) Restricted Prep.	101.3	3.27, 1.98, 1.34, 1.00, 0.68			(F) 330 Vented Disc (R) 296 Vented Disc	3680	Cars shall be prepared to ASCS except that engines and transmissions/final drives must comply with TCS sections 9.1.10.D, 9.1.10.D.1, 9.1.10.D.4. Exhaust systems may be modified per ASCS specifications except OEM manifolds must be maintained. OEM engine/transmission mounts must be maintained. OEM accessory drives must be maintained, except for removal of Air Conditioning Compressors and Supplemental A.I.R. pumps. Shorter drive belts and/or idler pulleys may be utilized. OEM overbore replacement pistons may be utilized. ABS brake systems must be disabled by disconnecting a front wheel speed sensor. An additional rear brake proportioning valve may be added. Factory fuel tanks may be utilized until Dec 31st 2009 unless specifically allowed. Roll cages in existing cars must meet or exceed 2003 TCS specifications. Newly constructed cars must meet ASCS roll cage requirements. A .060 in. thick SIR may be added to maintain performance parity within the class. Max. Tire Size: 275, Max. Wheel Size: (F)17 x 9 (R)17x10.

AS	Wheel-base (inch)	Gear Ratios (Std.)	Gear Ratios (alt.)	Gear Ratios (alt.)	Brakes (Max) (in/mm)	Weight (lbs)	Notes:
Mustang Cobra (96-98) Restricted Prep.	101.3	3.37, 1.99, 1.33, 1.00, 0.67			(F) 330 Vented Disc (R) 296 Vented Disc	3480	Cars shall be prepared to ASCS except that engines and transmissions/final drives must comply with TCS sections 9.1.10.D, 9.1.10.D.1, 9.1.10.D.4. Exhaust systems may be modified per ASCS specifications except OEM manifolds must be maintained. OEM engine/transmission mounts must be maintained. OEM accessory drives must be maintained, except for removal of Air Conditioning Compressors and Supplemental A.I.R. pumps. Shorter drive belts and/or idler pulleys may be utilized. OEM overbore replacement pistons may be utilized. ABS brake systems must be disabled by disconnecting a front wheel speed sensor. An additional rear brake proportioning valve may be added. Factory fuel tanks may be utilized until Dec 31st 2009 unless specifically allowed. Roll cages in existing cars must meet or exceed 2003 TCS specifications. Newly constructed cars must meet ASCS roll cage requirements. A .060 in. thick SIR may be added to maintain performance parity within the class. Max. Tire Size: 275, Max. Wheel Size: 17 x 9.
Mustang Cobra (99-02) Restricted Prep.	101.3	3.37, 1.99, 1.33, 1.00, 0.68			(F) 330 Vented Disc (R) 296 Vented Disc	3680	Cars shall be prepared to ASCS except that engines and transmissions/final drives must comply with TCS sections 9.1.10.D, 9.1.10.D.1, 9.1.10.D.4. Exhaust systems may be modified per ASCS specifications except OEM manifolds must be maintained. OEM engine/transmission mounts must be maintained. OEM accessory drives must be maintained, except for removal of Air Conditioning Compressors and Supplemental A.I.R. pumps. Shorter drive belts and/or idler pulleys may be utilized. OEM overbore replacement pistons may be utilized. ABS brake systems must be disabled by disconnecting a front wheel speed sensor. An additional rear brake proportioning valve may be added. Factory fuel tanks may be utilized until Dec 31st 2009 unless specifically allowed. Roll cages in existing cars must meet or exceed 2003 TCS specifications. Newly constructed cars must meet ASCS roll cage requirements. A .060 in. thick SIR may be added to maintain performance parity within the class. Max. Tire Size: 275, Max. Wheel Size: 17 x 9.
Mustang Incl. Cobra (99-04)	101.3	2.95, 1.94, 1.34, 1.00, 0.63	3.35, 1.99, 1.33, 1.00, 0.68		12.2 x 1.25 Disc	3280 Over 313 CID 3580	Cobra R bodywork and independent rear suspension not permitted. '94-'95 Mustang K-member may be used to facilitate installation of 302 engine. Under no circumstances is the '99-'00 K-member to be modified. Hydro boost braking system is not permitted. Any 1994, and up, Mustang vacuum assisted braking system shall be used. Engine built to A/S Build Sheet specifications with the following: Head Casting #'s: F3ZE-AA (GT40), F4ZE-AA (GT-40), F77E-AA (GT-40P) Port Volume (Max.): 143.00cc IN/54.00cc EX (GT-40 & GT-40P) Fiberglass hoods, including cowl hoods up to 3" may be used. Otherwise, the external profile of the hood shall remain stock. Ram air openings and rear openings must be blocked off to prevent passage of air.
Mustang Mach 1 (03-04) Restricted Prep.	101.3	3.38, 2.00, 162, 1.27, 1.00, 0.79			(F) 330 Vented Disc (R) 296 Vented Disc	3480	Cars shall be prepared to ASCS except that engines and transmissions/final drives must comply with TCS sections 9.1.10.D, 9.1.10.D.1, 9.1.10.D.4. Exhaust systems may be modified per ASCS specifications except OEM manifolds must be maintained. OEM engine/transmission mounts must be maintained. OEM accessory drives must be maintained, except for removal of Air Conditioning Compressors and Supplemental A.I.R. pumps. Shorter drive belts and/or idler pulleys may be utilized. OEM overbore replacement pistons may be utilized. ABS brake systems must be disabled by disconnecting a front wheel speed sensor. An additional rear brake proportioning valve may be added. Factory fuel tanks may be utilized until Dec 31st 2009 unless specifically allowed. Roll cages in existing cars must meet or exceed 2003 TCS specifications. Newly constructed cars must meet ASCS roll cage requirements. A .060 in. thick SIR may be added to maintain performance parity within the class. Max. Tire Size: 275, Max. Wheel Size: 17 x 9.

AS	Wheel- base (Inch)	Gear Ratios (Std.)	Gear Ratios (alt.)	Gear Ratios (alt.)	Gear Ratios (alt.)	Brakes (Max) (In/mm)	Weight (lbs)	Notes:
Mustang GT (2005)	107.1	3.38, 2.00, 1.32, 1.00, 0.68	2.95, 1.94, 1.34, 1.00, 0.63		12.2 x 1.25 Disc	3280 Over 313 CID 3580	Engine/transmission installation procedure as provided by SCCA Club Racing shall be utilized. Engine built to A/S Build Sheet specifications with the following: Head Casting #'s: F3ZE-AA (GT40), F1ZE-AA (GT-40), F77E-AA (GT-40P) Port Volume (Max.): 143.00cc IN/54.00cc EX (GT-40 & GT-40P) Fiberglass hoods, including cowl hoods up to 3 " may be used. Otherwise, the external profile of the hood shall remain stock. Ram air openings and rear openings must be blocked off to prevent passage of air.	
Mustang Coupe GT (05-07) Restricted Prep.	107.1	3.38, 2.00, 1.32, 1.00, 0.68			(F) 335 Vented Disc (R) 300 Vented Disc	3480	Cars shall be prepared to ASCS except that engines and transmissions/final drives must comply with TCS sections 9.1.10.D, 9.1.10.D.1, 9.1.10.D.4. Exhaust systems may be modified per ASCS specifications except OEM manifolds must be maintained. OEM engine/transmission mounts must be maintained. OEM accessory drives must be maintained, except for removal of Air Conditioning Compressors and Supplemental A.I.R. pumps. Shorter drive belts and/or idler pulleys may be utilized. OEM overbore replacement pistons may be utilized. ABS brake systems must be disabled by disconnecting a front wheel speed sensor. An additional rear brake proportioning valve may be added. Factory fuel tanks may be utilized until Dec 31st 2009 unless specifically allowed. Roll cages in existing cars must meet or exceed 2003 TCS specifications. Newly constructed cars must meet ASCS roll cage requirements. A .060 in. thick SIR may be added to maintain performance parity within the class. Max. Tire Size: 275, Max. Wheel Size: 17 x 9.	
Capri (79-86)	100.4	3.07, 1.72, 1.00, 0.70	2.95, 1.94, 1.34, 1.00, 0.63	3.35, 1.99, 1.33, 1.00, 0.68	12.2 x 1.25 Disc	3080 Over 313 CID 3580	Permitted: Rear disc brake kit (M-2300-C) and/or 5-lug kit (M-2300-F). Engine built to A/S Build Sheet specifications with the following: Head Casting #'s: F3ZE-AA (GT40), F1ZE-AA (GT-40), F77E-AA (GT-40P) Port Volume (Max.): 143.00cc IN/54.00cc EX (GT-40 & GT-40P) Fiberglass hoods, including cowl hoods up to 3 " may be used. Otherwise, the external profile of the hood shall remain stock. Ram air openings and rear openings must be blocked off to prevent passage of air.	
GTO (04-06)	109.8	2.95, 1.94, 1.34, 1.00, 0.73	3.35, 1.93, 1.29, 1.00, 0.61		12.2 x 1.25 Disc	3480 Over 313 CID 3680	Engine/Transmission installation procedure as provided by SCCA Club Racing shall be utilized (TBD). Production IRS allowed w/ a maximum camber of -0.5 ° at static ride height. Engine built to A/S Build Sheet specifications with the following: Head Casting #'s: 14101081, 14014416 Port Volume (Max.): 081 casting: 170.00 cc in/65.00 EX; 416 Casting 168.00cc IN/60.00 EX	
GTO (04-05) Restricted Prep.	109.8	2.97, 2.07, 1.43, 1.00, 0.84, 0.57			(F) 320 Vented Disc (R) 286 Vented Disc	3630	Cars shall be prepared to ASCS except that engines and transmissions/final drives must comply with TCS sections 9.1.10.D, 9.1.10.D.1, 9.1.10.D.4. Exhaust systems may be modified per ASCS specifications except OEM manifolds must be maintained. OEM engine/transmission mounts must be maintained. OEM accessory drives must be maintained, except for removal of Air Conditioning Compressors and Supplemental A.I.R. pumps. Shorter drive belts and/or idler pulleys may be utilized. OEM overbore replacement pistons may be utilized. ABS brake systems must be disabled by disconnecting a front wheel speed sensor. An additional rear brake proportioning valve may be added. Factory fuel tanks may be utilized until Dec 31st 2009 unless specifically allowed. Roll cages in existing cars must meet or exceed 2003 TCS specifications. Newly constructed cars must meet ASCS roll cage requirements. A .060 in. thick SIR may be added to maintain performance parity within the class. Max. Tire Size: 275, Max. Wheel Size: 18 x 8.5.	

AS	Wheel- base (inch)	Gear Ratios (Std.)	Gear Ratios (alt.)	Gear Ratios (alt.)	Brakes (Max) (in/mm)	Weight (lbs)	Notes:
GTO (2006) Restricted Prep.	109.8	2.97, 2.07, 1.43, 1.00, 0.84, 0.57			(F) 320 Vented Disc (R) 286 Vented Disc	3680	Cars shall be prepared to ASCS except that engines and transmissions/final drives must comply with TCS sections 9.1.10.D, 9.1.10.D.1, 9.1.10.D.4. Exhaust systems may be modified per ASCS specifications except OEM manifolds must be maintained. OEM engine/transmission mounts must be maintained. OEM accessory drives must be maintained, except for removal of Air Conditioning Compressors and Supplemental A.I.R. pumps. Shorter drive belts and/or idler pulleys may be utilized. OEM overbore replacement pistons may be utilized. ABS brake systems must be disabled by disconnecting a front wheel speed sensor. An additional rear brake proportioning valve may be added. Factory fuel tanks may be utilized until Dec 31st 2009 unless specifically allowed. Roll cages in existing cars must meet or exceed 2003 TCS specifications. Newly constructed cars must meet ASCS roll cage requirements. A .060 in. thick SIR may be added to maintain performance parity within the class. Max. Tire Size: 275, Max. Wheel Size: 18 x 8.5.

## Spec Miata

1. Add a new section 3. to section 9.1.8.C.1.e, p. 503, to read as follows: *1999-05 Miatas with California emissions equipment may substitute the OEM CA exhaust manifold and catalytic converter with the Federal OEM exhaust manifold.*

## Sports Racing

1. Clarify section 9.1.9.A.2.d.3.d, p. 523, by changing the second sentence to read as follows: *The cockpit opening shall comply with the following minimum dimensions for both single and two seater sports racers: Cockpit length: 60cm (23.662 inches) Cockpit width for each seat: 45cm (17.717 inches) maintained over 30cm (11.811 inches) from the most rearward point of the seat backrest toward the front.*

## CSR

1. Insert a new section 9.1.9.A.2.a.14, p. 518, and renumber previous section a.14 to a.15.  
14. *Two-seat sports racers using up to 2.0 liter 4 cylinder, 4 cycle engines are eligible to compete in the C Sports Racer class subject to the following restrictions.*

*Chassis shall be constructed to either of the following specifications:*

*FIA Technical Regulations for Production Sports Cars – Group CN, Appendix J, Article 259, and the requirements of GCR 9.4.5.A, 9.4.5.B and 9.4.5.C.*

*The C Sports Racer class specification, with the exception that the requirements of 9.1.9.B.3.d must also be met.*

*Engines shall meet the requirements of line BB in the engine table.*

2. Section 9.1.9.A.2.a, CSR Engine Table, p. 520, add a new spec line AA. to read as follows: *Engine Type or Specific Engine: Mazda 13B, Head Type: Peripheral Port, Induction: 36mm SIR, Weight(lbs) carb/F.I.: 1300 / 1325.*
3. Section 9.1.9.A.2.a, CSR Engine Table, p. 520, add a new spec line BB. to read as follows: *Engine Type: 4 Cyl. 4 Cycle, Max. Displ.(cc): 2000, Head Type: Unrestricted, Max. Valves / Cyl.: 4, Induction: Unrestricted, Weight(lbs) carb/F.I.: 1350 / 1350, Notes: 2 seat cars only per 9.1.9.A.2.a.14.*

## S2000

3. Add to section 9.1.9.B.5.ff as follows: *The use of the Fast Forward aluminum cylinder head is permitted. The following dimensions must be maintained.*

*Intake port maximum volume 70.0 cc.*

*Exhaust port maximum volume 52.0 cc.*

*Intake port surface to exhaust port surface 5.580 +/- 0.020 inches*

*Intake valve center line to (adjacent) intake valve center line 4.015 +/- 0.015 inches*

*Exhaust valve center line to (adjacent) exhaust valve center line 4.015 +/- 0.015 inches*

*The machine tool marks in the intake and exhaust ports must remain untouched for 0.750 inches from the respective gasket surfaces.*

## Touring

### T1

1. Ferrari 355 Berlinetta (96-99), p. 576, add the 1995 model year.

### T2

1. Mitsubishi Lancer Evo 8/9 RS/GSR/MR (03-06), p. 581, add to the specs as follows: *Koyo Radiator #KOY-R2676 allowed.*
2. Subaru Impreza WRX STi (03-06), p. 582, add the 2007 model year.

### T3

1. BMW Z4 (03-05), p. 583, add to the specs as follows: *Wheel Size(in): 17 x 8, Tire Size: 225/45, Notes: H&R Sport Spring kit #50421 allowed. Change the specs to read as follows: Weight(lbs): 2950.*
2. Subaru WRX TR (2006), p. 585, add the 2007 model year.
3. Volkswagen GTI, classified in TB 08-01, change the specs to read as follows: *Weight(lbs): non-DSG trans. @ 3100, w/ DSG trans. @ 3180.*

# SOLO EVENTS BOARD MINUTES

SEB MINUTES | April 23, 2008

The Solo Events Board met by conference call on April 23. Attending were SEB members Dave Whitworth, Tina Reeves, Jason Isley, Steve Wynveen, Erik Strelnieks, and Ron Bauer; Lisa Noble and RJ Gordy of the BOD; and Brian Harmer and Doug Gill 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

- In conjunction with the previously published change proposals regarding wing area measurement (12.9), the following rule change proposals are submitted for member comment:

- Change 16.1.L. (SM/SM2) first paragraph, and Appendix A, Prepared Class X item 1.c. first two paragraphs, to:

"Aerodynamic Aids: Wings may be added, removed, or modified. Non OE wings may only be attached to the rear deck/hatch area behind the centerline of the rear axle. The total combined surface area of all wings shall not exceed 8 square feet as calculated per section 12.9. The number of wing elements is limited to 2."

- Change 14.2.F. ST wording to: "Surface area of all splitters, spoilers, and rear wing (see section 12.9) shall not exceed 5 square feet in sum total."

- The SEB has recommended to the BOD that Dave Newman be approved as the NE Division Solo Events Steward.
- The SEB has recommended the approval of John Scheier as RM Division Solo Safety Steward.

## STREET TOURING

- The following set of rule change proposals is submitted per the STAC for member comment:

- Replace 14.12.7 with:

"Non-standard brake rotors may be used provided they are of equal or larger dimensions (diameter and thickness) and made of ferrous material (e.g. iron). Aluminum rotor hats are allowed. Cars originally equipped with solid (non-vented) rotors may utilize vented rotors. Cross-drilled and/or slotted brake rotors may be fitted provided all such voids are within the disc area, and comprise no more than 10% of that area.

Brake calipers and mounting brackets may be replaced provided they bolt to the standard locations and the number of pistons is equal to or greater than standard.

Drum brakes may be replaced with disc brakes of a diameter equal to or greater than the inside diameter of the standard drum. Such conversions must be bolted, not welded to the axle/trailing arm/upright.

Changes to backing plates/dust shields/brake lines to accommodate these changes are permitted but may serve no other purpose."

- Also replace 14.6.A with:

"Cross-drilled and/or slotted brake rotors may be fitted (same size/type/material as standard) provided all such voids are within the disc area, and comprise no more than 10% of that area."

- The STAC is seeking member feedback on the following listing change proposal: Remove the Mazda RX-8 from the STX exclusion list (ref. 08-056).

## STREET PREPARED

- The SPAC and SEB are seeking member input on each of the following class listing change proposals:

- Move from CSP to DSP:

- Dodge SRT-4 (ref. 08-014)

- Move from DSP to FSP:

- Dodge Neon, 2000-2005

- Dodge/Plymouth Neon, 1994-1999, SOHC

- Dodge/Plymouth Neon, 1994-1999, DOHC

- Add to FSP (ref. 08-011):

Toyota Corolla, AE86 RWD (all)

Toyota Corolla, AE92 FWD (all)

- Move from ASP to BSP:

BMW M3 (E46)

- Consolidate the last two lines of the C4 Corvette listings in BSP into one which would read:

“Corvette C4 (all, 84-96)” (ref. 07-431)

*Note:* This would permit update/backdate among all C4s including the ZR-1 version.

- Move from ASP to BSP:

Pontiac Solstice GXP and Saturn Sky Redline (ref. 08-084)

- The following rule change proposal is submitted for member comment:

Change 15.2.H to read:

“Airbags may be electronically disabled but not removed.”

- The SPAC is not at this time recommending any changes with regard to the SP classification of the Mitsubishi Evolution and Subaru WRX STI. It is the committee’s position that other recommended changes will help competitiveness for some of the other existing cars in BSP.

- The previously published rule change proposal concerning motor mounts (ref. 08-166) will be recommended to the BOD by the SEB.

#### **PREPARED**

- The PAC and SEB are requesting member feedback on the following change to the Appendix A listing for G Prepared. This list of vehicles and the allowances was developed from limited preparation (Level 2) vehicles listed in the GCR under GP and HP. The goal is make these cars less expensive and easier to prepare, but allow them to be fully competitive with the cars currently in G Prepared.

The following vehicles will be classed in GP effective January 2009 with the vehicle preparation allowances as listed below. The listed allowances supersede the Section 17 rules where applicable.

<u>Make</u>	<u>Model</u>	<u>Disp.</u> <u>(cc)</u>	<u>Solo GP</u> <u>Min. Weight</u>	<u>Wheels</u>	<u>Max. Valve</u> <u>Size (I/E)</u>	<u>Induction</u>
<u>Fiat</u>	124 Sport Coupe	1592/1608	1590/1610	13x6.5	1.64/1.43	(1) 40 DCNF w/32mm chokes
<u>Ford</u>	Festiva(78-80)	1598	1600	13x7	1.41/1.24	(1) 40 DCN, (1) 40 DCNF, (1) 40 IDF
	Festiva(88-93)	1324	1325	13x7	1.26/1.10	Fuel Inj or Carb
<u>Honda</u>	Civic/SI (84-87)	1488	1490	13x6	1.07/1.30	Fuel Inj or Carb
	Civic/1.5 (88-91)	1493	1495	13x6	1.14/0.98	Fuel Inj
	CRX/SI (84-87)	1488	1490	13x6	1.07/1.30	Fuel Inj or Carb
	CRX/1.5 (88-91)	1493	1495	13x6	1.14/0.98	Fuel Inj
<u>Nissan/Datsun</u>	210 (79-82)	1397/1488	1400/1490	13x6	1.46/1.18, 1.38/1.18	(1) 40 DCNF,DCN,IDF, 28mm chokes
	PL510	1595	1595	13x7	1.65/1.30	(1) 40 DCN or DCNF, 32mm chokes or (1) 36mm DCNVH
<u>Porsche</u>	914-4	1795	1795	15x7	1.61/1.34	Fuel Inj
<u>Renault</u>	Alliance/Encore 1.7 (84-87)	1721	1720	15X7	1.50/1.28	Fuel Inj
<u>Suzuki</u>	Swift GA 1.3 (89-94)	1298	1300	13x7	1.42/1.18	Fuel Inj
<u>Volkswagen</u>	Golf (GTI, GT, GL)	1780	1780	15x7	1.57/1.30	Fuel Inj
	Jetta (85-91)	1780	1780	15x7	1.57/1.30	Fuel Inj
	Rabbit 81-84	1715	1715	14x7	1.34/1.22	Fuel Inj
	Rabbit GTI 8V 83-84	1780	1780	15x7	1.57/1.30	Fuel Inj
	Rabbit 1588	1588	1590	13x7	1.34/1.22	(1) 40 DCN, DCNF, Fuel Inj, w/32mm chokes
	Scirocco 81-84	1715	1715	14x7	1.34/1.22	Fuel Inj
	Scirocco 8V 83-88	1780	1780	14x7	1.57/1.30	Fuel Inj
	Scirocco 1457/1471	1471/1457	1470/1460	13x7	1.34/1.22	(1) 40 DCN, DCNF, IDF w/32mm chokes or Fuel Inj
	Scirocco 1588	1588	1590	13x7	1.34/1.22	(1) 40 DCN, DCNF, or Fuel Inj, 32mm chokes

<u>Make</u>	<u>Model</u>		<u>Max. track F/R</u>
<u>Fiat</u>	124 Sport Coupe	Comp. Ratio limited to 11.0, valve lift to .425"	56.7/55.4
<u>Ford</u>	Festiva(78-80)	Comp. Ratio limited to 11.0, valve lift to .450"	56.0/55.5
	Festiva(88-93)	Comp. Ratio limited to 10.5, valve lift to .450"	60.1/59.5
<u>Honda</u>	Civic/SI (84-87)	Comp. Ratio limited to 11.0, valve lift to .390"	58.8/59.1
	Civic/1.5 (88-91)	Comp. Ratio limited to 11.0, valve lift to .390"	59.8/60.0
	CRX/SI (84-87)	Comp. Ratio limited to 11.0, valve lift to .390"	58.8/59.1
	CRX/1.5 (88-91)	Comp. Ratio limited to 11.0, valve lift to .390"	59.8/60.0
<u>Nissan/Datsun</u>	210 (79-82)	Comp. Ratio limited to 10.5, valve lift to .450", Alt. Diff assembly H165	56.0/54.7
	PL510	Comp. Ratio limited to 12.0, valve lift to .450"	54.5/54.5
<u>Porsche</u>	914-4	Comp. Ratio limited to 10.5, valve lift to .420" Cyl. barrels of alt. Mat. allowed	56.5/58.2
<u>Renault</u>	Alliance/Encore 1.7 (84-87)	Comp. Ratio limited to 10.5, valve lift to .450"	58.7/56.3
<u>Suzuki</u>	Swift GA 1.3 (89-94)	Comp. Ratio limited to 11.0, valve lift to .450"	58.4/57.4
<u>Volkswagen</u>	Golf (GTI, GT, GL)	Comp. Ratio limited to 11.5, valve lift to .420"	58.8/58.2
	Jetta (85-91)	Comp. Ratio limited to 11.5, valve lift to .420"	58.8/58.2
	Rabbit 81-84	Comp. Ratio limited to 11.0, valve lift to .450"	58.9/57.2
	Rabbit GTI 8V 83-84	Comp. Ratio limited to 12.0, valve lift to .420"	58.9/57.2
	Rabbit 1588	Comp. Ratio limited to 11.0, valve lift to .450"	58.9/57.2
	Scirocco 81-84	Comp. Ratio limited to 11.0, valve lift to .450"	58.9/57.2
	Scirocco 8V 83-88	Comp. Ratio limited to 12.0, valve lift to .420"	58.9/57.2
	Scirocco 1457/1471	Comp. Ratio limited to 11.0, valve lift to .450" only 1457 may use Fuel Inj	58.9/57.2
	Scirocco 1588	Comp. Ratio limited to 11.0, valve lift to .450"	58.9/57.2

## 1. Drivetrain Component Modification

### A. General

1. Stock and permitted alternate components of the drivetrain can be modified by any mechanical or chemical means. Modification of a drive train component does not permit relocation of that component.
2. No material or mechanical extension can be added to any stock or alternate component unless specifically authorized by these rules. Repairs to a stock or alternate component are permitted provided the repair serves no prohibited function.
3. Stock and permitted alternate components of the drivetrain can have thermal barrier and friction altering coatings applied.

### B. Induction System

1. All inducted air must pass through the venturi(s) of the carburetor(s). All single-carbureted cars may fit a permitted optional carburetor. Permitted optional carburetors are:
  - a. Weber 32 DGV/DGAV/DGEV
  - b. Weber 32/36 DGV/DGAV/DGEV
  - c. Weber 32/36 DFV/DFAV/DFEV
  - d. Weber 34 DAT/DATR/DATRA/DMTR
  - e. Holley-Weber 5200

The stock or permitted alternate carburetor must not be modified. Carburetor jets needles, metering rods and needle valves are unrestricted. Choke mechanisms, plates, rods, and actuating cables, wires, or hoses can be removed. The number of carburetors must not be changed from stock.
2. Stock or permitted alternate sidedraft carburetor(s) can use an adaptor plate and/or a spacer in addition to any stock spacer, between the carburetor(s) and the intake manifold. Material for the adaptor plate and spacer is unrestricted. No adaptor plate or spacer can serve any purpose other than to space out and/or mate the carburetor(s) to the permitted intake manifold. The adapter or spacer cannot create a plenum or change the carburetor(s) orientation. The maximum thickness for the adapter, spacer, stock spacer or combination of all is 1.25". For the purpose of these rules an Isolator is a spacer.
3. Stock or permitted alternate downdraft carburetor(s) can use an adaptor plate and/or a spacer in addition to any stock spacer, between the carburetor(s) and the intake manifold. Material for the adaptor plate and spacer is unrestricted. No adaptor plate or spacer can serve any purpose other than to space out, or mate the carburetor(s) to the permitted intake manifold. The adapter or spacer cannot change the carburetor(s) orientation. Adaptors and spacers can have a bore larger than the throttle bore of the stock or permitted alternate carburetor(s). The maximum thickness for the adapter, spacer, stock spacer or combination of all is 1.25". For the purpose of these rules an isolator is a spacer.
4. Fuel Injection: All inducted air must pass through the throttle body and be subject to control by the throttle butterfly. The stock throttle body casting/housing must be retained. The inside dimensions of the throttle body casting/housing and all dimensions of the throttle butterfly must remain stock. The throttle butterfly shaft must not be relocated. The outside diameter of the portion of the throttle butterfly shaft located in the throttle body bore must be no smaller than stock. The contour of the interface between the throttle butterfly shaft and the butterfly must remain stock. The throttle butterfly and any throttle butterfly to shaft screws/bolts can be attached to the throttle butterfly shaft by any means including welding or brazing. Holes or slots can be created in the throttle butterfly for purposes of idle adjustment only. The number of injectors must remain stock. The mounting position and injection point must be stock. The original type of fuel injection must be maintained (electronic, mechanical, electro-mechanical). In all other respects the fuel injection system is unrestricted.
5. All carburetors must retain the stock method of fuel distribution. Utilization or modification of a carburetor's components to effect an annular discharge configuration is prohibited.
6. The intake manifold may be port matched on the port mating surface to a depth of no more than one inch. Balance pipes or tubes on all intake manifolds can be plugged or restricted. The intake manifold cannot otherwise be modified.

### C. Cylinder head

The Cylinder Head can only be modified as follows:

1. To install an alternate camshaft, and/or adjustable cam gears.
2. To port match on the port mating surface to a depth of no more than one inch.
3. To facilitate the installation of permitted alternate components, provided the modification serves no other function.
4. To achieve the maximum specified compression ratio by the machining of the deck surface.
5. To completely plug the holes resulting from the removal of EGR valves and air nozzles. The plugs must serve no other purpose.

6. To completely plug the stock fuel injection ports in the cylinder head, if the stock fuel injection is removed and carburetors are utilized. The plugs must serve no other purpose.
7. To utilize O-rings to replace or supplement a cylinder head gasket.
8. To fit valve seats. Valve seats are unrestricted. Valve seat angles are unrestricted. The valve seat insert can be no taller than one half inch.

#### D. Camshaft and Valve Gear

1. Camshafts are unrestricted. Any lifters, tappets/cam followers of the same type and diameter as stock are permitted. The interchange of hydraulic and solid lifters is permitted.
2. Camshaft timing chains, gears, belts, and sprockets are unrestricted provided that they are of the same type, and outside diameter as fitted stock. Single row or double row timing chains can be used. Adjustable timing gears are permitted.
3. A timing chain/belt tensioner can be added to an engine where a tensioner is not fitted as stock, provided that it acts upon the portion of the chain/belt that travels from the final cam sprocket/gear to the crankshaft. The timing belt cover can be removed.
4. Any ferrous (including stainless steel) material valves meeting the specified head and stock stem diameter can be used. Any ferrous valve springs of the same type as stock, can be used. Valve retainers, Spring retainers, lash Pads, valve keepers, seals and adjustment shims are unrestricted.
5. Pushrods are unrestricted. Rocker shafts when utilized in the same stock system can be replaced by an alternate shaft, and is unrestricted. Valve rocker arms, cam followers, rocker ratios and rocker/follower ratios must be stock.
6. Valve guide material is unrestricted, but must have stock external dimensions.
7. Where maximum valve lift is specified, valve lift is measured at the valve with zero lash or clearance.

#### E. Block and Cylinders

1. The block can be re-bored no more than 1.2mm (.0472 in) larger than the maximum dimension given on the specification line for that make, model, and displacement. A cylinder block from any model from the same manufacturer, which is of the same material and dimensionally identical throughout, except for non-critical bosses, is permitted. Oil passages can be re-routed, enlarged, restricted or plugged.
2. Cylinders or cylinder sleeves of any material can be fitted to the block.
3. Crankshaft main bearing caps and main bearing cap bolts are unrestricted.
4. The block can be machined to utilize o-rings to replace or supplement a cylinder head gasket.
5. Crankshaft oil seal(s) are unrestricted.

#### F. Pistons and Connecting Rods

1. Pistons, pins, clips and/or pin retainers and piston rings are unrestricted. Pistons must be constructed of metal.
2. Stock connecting rods are required, but can be lightened and balanced.
3. Connecting rod bolts and nuts are unrestricted.

#### G. Crankshaft and Flywheel

1. Stock crankshafts are required. The Crankshaft can be lightened and balanced. Journal diameters can be a maximum undersize of 0.045 from stock diameter.
2. The direction of the crankshaft rotation must remain stock.
3. The use of any external crankshaft vibration dampener is permitted.
4. Any flywheel of stock diameter or larger can be used, provided it attaches to the standard or permitted alternate crankshaft at the stock location. Additional fasteners can be used. The diameter of the flywheel includes the diameter of the starter ring. Cars that are permitted a specific alternate transmission on the specification line can use a flywheel of stock diameter or larger for that alternate transmission.
5. Clutch assemblies, clutch linkage and release bearings are unrestricted. Carbon clutch components are prohibited.

#### H. Oiling System

1. Any mechanically driven oil pump can be used. Chassis components can be modified to allow installation of the oil pump. Dry sump systems are prohibited.
2. The Oil pan/sump, scraper(s), baffle(s), windage tray(s), oil pickup(s), pressure accumulator(s) and oil filter(s) are unrestricted. The filter(s) and pressure accumulator(s) must be securely mounted within the bodywork. Oil lines are unrestricted. Oil Lines can pass through the driver/passenger compartment.

3. Breather vents are unrestricted.
4. No part of the oiling system can be connected to the exhaust system.

#### I. Exhaust System

1. The exhaust header and exhaust system is unrestricted. Floor pans can be altered only to recess mufflers. No modifications can be made to the bodywork to fit any other part of the exhaust system.

#### J. Other Engine Components

1. The use of alternate engine components which are normally expendable and considered replacement parts, such as fasteners, gaskets, seals, bearings, water pumps, etc., is permitted. Electrically driven water pumps are prohibited.
2. Bushings can be installed where none are fitted as stock, provided they are concentric, and that the centerline of the bushed part is not changed.
3. The addition of alignment aides, such as dowels, bolts or keys can be added to engine components.
4. Other than the limitations in 9.1.5.E.1.f.2, engine drive pulleys are unrestricted.
5. Engine steady bars are unrestricted.
6. Engine mounts of alternate design and/or material can be used, but there can be no change to the engine's fore, aft or vertical location except as permitted in 9.1.5.E.1.o.6. Engine mounts must attach to the engine in their stock location.

#### K. Transmission

1. The Transmission is unrestricted, providing that it is fit in the same basic location as stock. Sequential shifting transmissions are prohibited. Pneumatic, hydraulic or electric actuation of the gearshift mechanism is prohibited.
2. All transmissions must have a reverse gear that is operable by the driver from his normal seated position and capable of sustained movement of the car, under its own power, in the reverse direction. A driver-operated device for locking out the reverse gear can be added, provided it does not prevent prompt engagement of reverse in an emergency situation.
3. Shift linkage is unrestricted. The shift linkage opening in the transmission tunnel or tunnel cover can be modified to allow the installation of the alternate shift linkage.
4. The transmission tunnel and tunnel cover can be altered to allow the installation of an alternate transmission and/or drive shaft. Cars equipped with a removable transmission tunnel cover as stock, can substitute the stock transmission tunnel cover with one of an alternate material.
5. There is no weight penalty for the use of a stock transmission utilizing stock case, gear ratios and synchromesh style gear engagement. An alternate transmission that uses stock type, circular, beveled synchronizers, imposes a 2.5% weight penalty. An alternate transmission that uses a gear engagement mechanism different than stock type, circular, beveled synchronizers imposes a 5% weight penalty.

#### L. Final Drive

1. Drive shaft(s) are unrestricted.
2. Final drive ratio is unrestricted.
3. Internal differential components are unrestricted. Electric control of the differential is prohibited.
4. Substitution of the differential housing is only permitted on front engine/front drive or rear engine/rear drive cars through the use of an alternate transaxle
5. Axle shafts, bearings, bearing carriers, hubs, and universal joints/CV joints are unrestricted.
6. Transverse engine cars can rotate the engine about the crankshaft centerline to align axle shafts/constant velocity joints. On rear engine/rear drive cars the engine/drivetrain can be relocated vertically upward, to a maximum of one inch, to allow alignment of suspension and driveline components.

## 2. Suspension and Steering

A. Ride height is unrestricted.

#### B. Suspension Components

1. Suspension control arms are unrestricted, provided the quantity of these items remains as stock.
2. Suspension bushings, bearings and ball joints are unrestricted.
3. Any anti-roll bar(s) and rear axle traction bar(s), rear axle panhard rod and watts linkage can be added or substituted, provided its/their installation serves no other purpose. The mounts for these devices can be welded or bolted

to the car. These devices and their mounts cannot be located in the trunk or driver/passenger compartment unless fitted as stock. Rear axle traction bar(s) used to control axle housing rotation must be solid bar or tube.

4. When a car's anti-roll bar also acts as a suspension locating device, the bar's attachment points and pivot points on the chassis and suspension control arms must remain in the stock location.
5. Bump stops and bracketry are unrestricted.

#### C. Suspension Mounting Points

1. Cars equipped with a McPherson strut/Chapman strut suspension can adjust camber and caster at the upper strut mounting point. The upper strut mounting point must remain on stock chassis structure. Slotted adjusting plates at the upper mounting point are permitted. The slotted plates must be located on the stock chassis structure. Material can be removed or added to the top of the strut tower to facilitate installation of the slotted adjuster plate, provided it serves no other purpose.
2. All forms of suspension can adjust camber and caster by the use of shims.
3. Rear independent suspension mounting holes can be slotted within the limits of the stock structure for the sole purpose of camber and/or toe adjustment.
4. Suspension cross member/sub frame mounting bushing material is unrestricted.
5. Suspension pickup/pivot axis points can be reinforced but must remain in the stock location.

#### D. Springs and Shock Absorbers

1. Any springs or torsion bars can be used, provided the quantity and type of these items remains as stock. Springs and torsion bars must be installed in the stock location using the stock system of attachment. The use of tender springs is permitted, provided the tender springs are completely compressed when the car is at static ride height. Static ride height will be determined with the driver seated in the normal driving position.
2. Shock absorbers are unrestricted, provided the quantity and type (i.e. tube, lever) of these items remains as fitted stock. Shock absorbers must be installed in the stock location using the stock system of attachment. The mounting of the remote reservoir of a remote reservoir shock absorber is unrestricted. No shock absorber can be capable of adjustment by the driver while the car is in motion, unless fitted as stock.
3. MacPherson/Chapman struts must be installed in the stock location using the stock system of attachment. Remote reservoir strut dampeners are permitted. The mounting of the remote reservoir of a remote reservoir MacPherson/Chapman strut is unrestricted. No MacPherson/Chapman strut can be capable of adjustment by the driver while the car is in motion, unless fitted as stock.
4. MacPherson/Chapman strut:
  - A. MacPherson/Chapman strut suspensions that are a two-piece spindle/bearing carrier and bolt on damper design, can replace the bolt on damper portion of the MacPherson/Chapman strut with any replacement damper.
  - B. MacPherson/Chapman strut suspensions that are a one-piece spindle/bearing carrier and strut tube design, can modify the stock strut tube in order to fit a replacement damper, coil spring and perch. The spindle/bearing carrier portion of the strut can be modified in order to fit an alternate strut tube and any replacement damper. One-piece design MacPherson/Chapman strut suspensions can gusset between the tube and spindle/bearing carrier portion of the strut for the sole purpose of strengthening the strut tube.
  - C. MacPherson/Chapman strut suspensions that are a one-piece spindle/bearing carrier and strut tube design that also incorporates an integral steering arm must retain the stock steering arm in its stock location.
  - D. MacPherson/Chapman struts that are a bearing carrier, cannot modify or replace the bearing carrier under the unrestricted bearing carrier rule in section 9.1.5.E.2.o.5.
5. All types of suspensions can modify the brake caliper mounting portion of the spindle/bearing carrier, if necessary to fit an approved alternate brake caliper.
6. Shackles or spacers/lowering blocks can be used with leaf springs to adjust ride height.
7. Spacers and threaded sleeves with adjustable spring seats can be used with coil springs. Coil-over threaded body shocks/struts are permitted if coil-over shocks/struts were fitted as stock.
8. Bump stops are unrestricted.

#### E. Steering

1. Steering system components can be reinforced by the addition of material and/or the addition of support to the stock component.
2. Bushings locating or retaining any steering system components can be replaced by bushings of any material. The alternate bushing cannot relocate the component it retains.
3. The outer tie rod end can be replaced by a rod end. The rod end can be coupled to the steering system by a rod or

threaded tube of unrestricted origin and material. The tapered hole in the steering arm on the outboard side of the tie rod (rod end) can be drilled or reamed to allow a bolt to be used to retain the rod end to the steering arm. The rod end can be moved up or down by the installation of spacers for the sole purpose of reducing bump steer.

4. The steering column is unrestricted. A collapsible type steering column is strongly recommended. The driver's normal seated position must not be relocated.
5. Cars equipped with power steering as standard equipment can modify, substitute, disable and/or remove the power pump, related hoses and mounting brackets..

### 3. Brakes

- A. Stock calipers must be retained. Cars fitted with integral hat brake rotors can convert to a two piece design hat and brake rotor. The alternate design hat must be made of ferrous or aluminum material. Alternate discs can be used, but must be made of ferrous material. Alternate drums can be used, but must be made of a ferrous or aluminum material. Alternate discs and drums must be the stock diameter, width and design. Brake rotors can not be cross drilled or slotted unless fitted as stock.
- B. Cars fitted with rear drum brakes, can convert to rear disc brakes. When converting from rear drum brakes to rear disc brakes:
  1. Rear brake rotors can be no larger in diameter than the largest permitted front brake rotor. Rear brake rotors must be solid and made of a ferrous material. Rear brake rotors can not be cross drilled or slotted.
  2. Rear brake rotor hats can be made of a ferrous or aluminum material.
  3. Rear calipers and mounting brackets are unrestricted but must be made of a ferrous or aluminum material. The standard and alternate brake listings on a vehicle's specification line, does not prohibit a car that was fitted with rear drum brakes as stock from converting to rear disc brakes under this rule.
- C. Dual braking systems are required. Any dual brake master cylinder(s) and pedal assembly can be fitted. Pressure equalizing and proportioning valve devices are unrestricted.
- D. Servo assists are unrestricted.
- E. Drum brake wheel cylinders are unrestricted.
- F. Brake pads and brake linings are unrestricted.
- G. Brake lines are unrestricted.
- H. The hand brake and its operating mechanism can be removed.
- I. Brake Ducting
  1. Brake air ducts can be fitted.
  2. The front brake duct inlet(s) must not extend to the side beyond the centerlines of the front wheels, or forward of the forward most part of the front of the body or front air dam.
  3. Rear brake duct inlet(s) must face forward, they must be located no more than 24" forward of the rear axle centerline and must not extend to the side beyond the centerlines of the rear wheels.
  4. Backing plates and dust shields are unrestricted."

### **F125 / FORMULA JUNIOR**

- After reviewing feedback the KAC has recommended that the SEB proceed with the previously published changes to Section 19.1.D.1.f.2 (specifying a 20-lb weight penalty instead of 30 lbs for non-OE ignition) and Section 19.1.D.2 (specifying a 35-lb weight penalty for ICC motors).
- The KAC is submitting the following rule change proposals for member feedback:
  - Add to approved engines for FJA, Rotax Minimax (13.5 HP).
  - Add to approved engines for FJB, Rotax Micromax (6.7 HP).

### **SOLO TRIALS**

#### **Proposed Changes to Appendix D – Solo Trials Rules**

Multiple Purposes: Taking into consideration the history of this program and to 1) bring these rules more in line with Solo requirements and expectations, 2) reduce the need for non-regional oversight, and 3) eliminate references to the **requirements** of the GCR that are in excess of what is needed in this program, the following changes are recommended for 2009.

#### **Section II – Concept**

Add a new 1st and 2nd sentence:

“The Solo Trials Rules specified within this Appendix are an extension of the Solo Rules. They are exception or additions to those rules and as such, if a subject matter is not specific herein, the Solo Rules governing that matter shall also govern a Solo Trials event.”

### **Section III – Procedure for SCCA Sanction**

Eliminate “numbers”; change 1st sentence of current #1 to read:

“Submit to the National Office an event site approval *and request for sanction* which includes...”

Add:

“All new sites are required to have an inspection to determine suitability for this program. Prior approved sites do not need any subsequent inspections as long as there have been no changes to the surface or other safety-related criteria has changed since the initial inspection. Sanction will be ranted after successful completion of course site inspection.”

Delete paragraph #2.

### **Section VI – Event Officials**

Change 1st and 2nd sentences to read:

“The Chief Steward and Safety Steward shall be appointed by the Solo Chairman of the host Region but may be subject to review by the DSS and/or the DSSS if there is a need. All other officials may be appointed by the host Region without review.”

### **Section X – Vehicle Safety Equipment Requirements**

Change X.b. to read:

“All drivers in SCCA-sanctioned Solo Trials events in which a roll bar or roll cage is installed shall utilize either a five-, six-, or seven-point restraint harness meeting the following specifications. A 7-point restraint harness is recommended. Arm restraints are required on all open cars including open targa-tops, sunroofs, and T-tops. The restraint system installation is subject to approval by the Chief Technical and Safety Inspector.

- A. A 5-point system for use in automobiles where the driver is seated in an upright position consists of:
  - A 3-inch seat belt or an FIA or SFI 16.5 certified 2-inch seat belt.
  - An approximately 3-inch shoulder harnesses or FIA or SFI 16.5 certified 2-inch shoulder harnesses only if the HANS Device is used by the driver. Should the driver at anytime not utilize the HANS Device, 3-inch shoulder harnesses are required.
  - An approximately 2-inch anti-submarine strap.

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

- B. A 6- or 7-point system recommended for use in all automobiles consists of:
  - A 3-inch seat belt or an FIA or SFI certified 2-inch seat belt.
  - An approximately 3-inch shoulder harness or FIA or SFI 16.5 certified 2-inch shoulder harness only if the HANS Device is used by the driver. Should the driver at anytime not utilize the HANS Device, 3-inch harnesses are required.
  - 2 or 3 approximately 2-inch leg or anti-submarine straps.
- C. The shoulder harnesses shall be the over-the-shoulder type. There shall be a single release common to the seat belt and shoulder harnesses. When mounting belts and harnesses, it is recommended that they be kept as short as reasonably possible to minimize stretch when loaded in an accident.

The shoulder harness shall be mounted behind the driver and supported above a line drawn downward from the shoulder point at an angle of 20 degrees with the horizontal. The seat itself or anything added only to the seat shall not be considered a suitable guide. Guides must be a part of the roll bar/cage or part of the car structure.

Only separate shoulder straps are permitted (Y-type shoulder sstraps are not allowed). H-type configuration is allowed.

- D. The single anti-submarine strap of the 5-point system shall be attached to the floor structure and have a metal-to-metal connection with the single release common to the seat belt and shoulder harnesses.
- E. The double lag straps of the 6- or 7-point system may be attached to the floor as above for the 5-point system or be attached to the seat belt so that the driver sits on them, passing up between his/her legs and attaching either to the single release common to the seat belt and shoulder harnesses or attaching

to the shoulder harness straps. It is also permissible for the let straps to be secured at a point common to the seat belt attachment to the structure, passing under the driver and up between his/her legs to the seat belt release or shoulder harness straps.

All straps shall be free to run through intermediate loops or clamps/buckles.

- F. Each seat belt and shoulder strap of the harness (5-, 6-, or 7-point) shall have an individual mounting point (i.e., 2 for each seat belt and 2 for each shoulder strap minimum). 6- or 7-point system anti-submarine straps may share a mounting point with one or both seat belts. The minimum acceptable bolts used in the mounting of all belts and harnesses are SAE Grade 5. Where possible, seat belts, shoulder harnesses, and anti-submarine straps should be mounted to the roll structure or frame of the car. Where this is not possible, large diameter mounting washers or equivalent should be used to spread the load. Bolting through aluminum floor panels, etc., is not acceptable.
- G. Unless specifically mentioned herein, compliance with all driver restraint systems that comply with SFI 16.1, SFI 16.5, or FIA 8853/98 is highly recommended.
- H. Harness threading must be assembled in accordance with the manufacturer's instructions.

Tech Inspectors are cautioned to inspect all belts and harnesses for wear, looking for abrasions, rips, tears, or other issues which would make a belt/harness of questionable value for its intended purpose. Vehicles with such issues will be prohibited from these events."

Change X.3.c. to read:

"A hand-held fire extinguisher adhering to the following standards is highly recommended.

- a. Halon 1301 or 1211; 2-pound minimum capacity by weight.
- b. Dry chemical; 2-pound minimum with a positive indicator showing charge. Chemical: 10BC UL rated – potassium bicarbonate (Purple K) recommended; 1A-10BC UL rated multipurpose – ammonium phosphate and barium sulfate or Monnex.
- c. The fire extinguisher shall be securely mounted in the cockpit. All mounting brackets shall be metal and of the quick-release type."

Change X.4. to read:

"125cc shifter karts are permitted with the appropriate driver safety gear as specified in the Solo Rules. However, depending upon surface irregularities of the site, the DSSS may prohibit these karts. Junior karts are not permitted."

#### **NOT RECOMMENDED**

- Stock: Move 1993-95 RX-7 from SS to AS (ref. 08-247)
- ST: Remove the BMW M3 (E36) exclusion from STX (ref. 08-120, 08-212)
- ST: Factory fog light removal (ref. 08-100, 08-101)
- ST: Emissions rule change (ref. 08-124)
- SP: Roll bars (ref. 08-108)
- SP: Weight limits (ref. 08-109)
- SP: Bushing materials (ref. 08-168)

#### **REFERRED TO COMMITTEE FOR FOLLOWUP**

- SAC: Scion xB, Nissan Versa, SSF ratings

#### **TECH BULLETINS**

1. Stock: Per the SAC, the Lotus Sport Suspension (currently known as the Sport Pack) is a factory option package for the Lotus Elise which is eligible for Stock category competition. It should not be confused with the 2006 Lotus Sport Elise, which is a limited-production model (50 cars) developed by Lotus Sport (a division of Lotus Cars which develops high performance upgrade components for Lotus vehicles).

Note: This will be added to Appendix F, and a reference to it will accompany the Appendix A Elise listing in Stock.

2. Stock: The following models are added to the Stock exclusion list:

Lotus Elise Supercharged ('08+)

Dodge Viper ('08+)

Comment: The SAC wishes to maintain the status quo in SS at this time. The SAC will propose multiple options to bring these cars into SS in 2009.

3. Stock: The following new listings, recommended by the SAC and effective immediately upon publication, are added to the Stock classes as noted:

BMW M3 (E90)                      SS

BMW 335 Xi                      FS

Lexus IS-F                      SS

4. Street Prepared: Per the SPAC the following new listings, effective immediately upon publication, are added in Appendix A:

BMW 335, 328 ('06+)        BSP

BMW 135, 128 ('08+)        BSP

5. Street Prepared: Per the SPAC, the listing for the M-Technic in BSP is invalid and will be removed (ref. 08-243).

*Comment:* Careful research has shown that the "M-Technic" listing is erroneous; "M-Technic" was simply an appearance package including the "M" appearance items.

# ROADRALLY BOARD MINUTES

RRB MINUTES | May 7, 2008

The RoadRally Board (RRB) met via conference call on Wednesday, May 7, 2008 at 7:30 PM Central Time.

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

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

It was noted that minutes of prior meetings have been approved.

## Event report

The National Rally recently hosted by the Steel Cities Region had 11 cars. Contestants felt that it was a good National Rally weekend.

## Next National Rally

Steve Gaddy and Chris Bean are rallymasters for the Washington DC Region National Rally to run Labor Day weekend.

## USRRC

The United States Road Rally Championship events will take place on Halloween weekend. The Oregon Region reports that the GTA will occur on Friday, the Course event on Saturday, and the Tour on Sunday.

## Disciplinary Review Committee (DRC)

Pursuant to complaints of unsafe practices in a recent National Rally a DRC found the allegations to be true and imposed corrective actions on three members. The DRC noted that SCCA members should not continue competition in an unsafe rally. Safety is a responsibility of all SCCA members.

## Division stewards conference call

A recent conference call meeting of Division Rally Stewards was poorly attended due to inadequate advance notice. The next meeting will be in July, 2008.

## Photo contest

The photo contest has begun. Rules can be found in the SCCA Forum.

## Changes to the RRRs

A proposal to require combination of one-car classes on National Rallies was tabled until the June meeting. Members are reminded that proposed rule changes for 2009 should be submitted now.

## Old business

None.

## New business

Various issues will be discussed at the next meeting.

## Next meeting

The next meeting of the RRB will be in person in Milwaukee, WI the weekend of June 7-8, 2008.

# RALLYCROSS BOARD MINUTES

**RXB MINUTES** | *March 10, 2008*

The RxB met via conference call on March 10, 2008. Members present were Tom Nelson, Mark Utecht, Matt Nichols, and Mark Walker, Chair. Others present were Howard "Duck" Allen, BoD Liason.

Mark Utecht has been conversing with members on the forums concerning rule changes. Board members are reminded to review the forums.

The RxB discussed the tread gap measuring tool created by RallyCross Steward Scott Beliveau. Motion: (Utecht/Walker): Approve this tool as an official tread gap measurement tool. ALL FOR. RallyCross event officials are reminded that this is only a tool and that their judgment of compliance at the event is paramount.

Meeting was adjourned at 9:00pm.

## 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>

**2008 Runoffs Home Page:** <http://www.scca.com/Runoffs>

### SOLO

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

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

**2008 Tire Rack SCCA Solo National Championships:** <http://www.scca.com/event.aspx?hub=6&event=12143>

### 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>