

BOARD OF DIRECTORS MINUTES

BOARD OF DIRECTORS' MINUTES | SPORTS CAR CLUB OF AMERICA, INC. | July 2, 2007

The Board of Directors, Sports Car Club of America, Inc. met via teleconference July 2, 2007. The following members participated: Bob Introne, Chairman, Howard Allen, Jim Christian, Charlie Clark, Larry Dent, Kaye Fairer, R. J. Gordy, Brian Holtz, Bob Lybarger, Andy Porterfield, John Sheridan, Mike Sauce and K.P. Jones. Jim Julow, President and Jeff Dahnert, Vice President of Finance also participated.

MOTION: To approve the minutes of the June 4th, 2007 meeting. (Porterfield/Allen)
PASSED, Unanimous

PRESIDENTS REPORT

Jim Julow reported on feedback he has received from the membership from his visits to individual Regions. He previewed items that will be brought to the Board at the August meeting.

OLD BUSINESS

NONE

NEW BUSINESS

MOTION: To approve Barbara Knox as Executive Steward for Southern Pacific Division effective immediately. (Porterfield/Jones)
PASSED, Unanimous

MOTION: To adjourn.

Respectfully submitted,

Jim Christian
Secretary

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CLUB RACING BOARD MINUTES

CLUB RACING BOARD MINUTES | July 3 & 5, 2007

The Club Racing Board met by teleconference on July 3 & 5, 2007. Participating in full or in part were Bob Dowie, Chairman; Chris Albin, Stan Clayton, Peter Keane, and Craig Taylor. Also participating were Mike Sauce and Bob Lybarger, BoD Liaisons; 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 07-08, 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 11/1/07: Change section 9.3.19.A as follows:

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

Item 2. Effective 11/1/07: Change section 9.3.22.A as follows:

Cars registered after 1/1/09 shall comply with the following on-board fire system requirements:

- Systems certified to SFI specification 17.1
- Those listed by the FIA on Technical List No. 16

The following information must be visible of the unit:

- Certification label
- Capacity
- Type of extinguishing agent
- Weight, or volume, of the extinguishing agent

The following is acceptable for cars registered before 1/1/09:

On-board fire systems shall use Halon 1301 or 1211, with a five pound minimum capacity (by weight). (GT1 cars must have a minimum ten pound system with nozzles located in the driver/passenger compartment and in the fuel cell area. ~~see Section 9.1.2.D.10.f., or 9.1.2.F.3.e.~~)

Alternatively, on-board fire systems may use AFFF or equivalent surfactant foam material (~~i.e. SPA Lite, ZERO 2000, Coldfire 302~~), 2.25 liter minimum capacity (by volume). All AFFF fire system bottles shall incorporate a functional pressure gauge and shall be marked with the manufacturer's recommended "filled weight." CO2 cartridge propellant fire extinguishing systems are permitted provided that the seal of the manufacturer specified CO2 cartridge is not punctured and the fire bottle is equal to the weight specified by the system manufacturer.

Cars shall meet the following regardless of registration date:

1. The fire system cylinder shall be securely mounted in such a manner that it can be checked during a technical inspection and may be removed for weighing periodically for compliance to full weight shown on the cylinder. (Weight is without valve assembly.)
2. Manual or automatic release is allowed. The release mechanism shall be within reach of the driver when belted in the car.
3. All on-board fire systems shall be identified with a circle "E" decal.
 - a. In GT and Production cars, two circle "E" decals may be required – one at the release location and the second on the outside bodywork in line with or as near to the release location as possible.
 - b. In Formula and Sports Racing cars, a circle "E" decal shall be located on the outside bodywork as near to the release location as possible. ~~On board fire systems may also use CEAG14 provided that the lines and nozzles are replaced in accordance with the manufacturers (3M) instructions. All FM100 fire suppression systems will be considered illegal in any SCCA competition vehicle effective 1/1/07.~~
4. There shall be a minimum of two nozzle locations – one in the driver's compartment and one in either the engine area or

the fuel cell area. The nozzles shall be suitable for the type of extinguishing agent used.

5. All AFFF fire system bottles shall incorporate a functional pressure gauge. This does not apply to non-pressurized AFFF systems with CO2 propellant.
6. The firing safety pin(s) shall be removed from all on-board fire systems prior to going on track. It is recommended that a warning tag be attached to the safety pin to remind the driver to remove the safety pin before entering the racing surface.
7. All fire systems shall be serviced according to manufacturer's specifications.

Item 3. Effective 11/1/07: Delete section 9.1.2.D.10.e in its entirety, and renumber subsequent sections:

e. Fire Systems

- ~~1. The minimum capacity of the fire system shall be ten (10) pounds.~~
- ~~2. The system outlets/nozzles shall be directed to the driver in the driver/passenger compartment, and to the fuel cell, pump(s), etc., in the fuel cell compartment. An additional outlet/nozzle directed to the engine compartment/bay is recommended.~~

Item 4. The following changes are being recommended to the proposed roll cage rules, item 5, from the July FasTrack.

Change section 9.4 to read as follows:

All cars must utilize a roll cage compliant with the following specifications. These specifications apply to all vehicles registered (issued an SCCA logbook) after 1/1/08. Cars registered before 1/1/08 may continue to compete with their previous roll cage as specified in the 2007 GCR. *Cars registered as Production class cars prior to 1/1/08 may continue to use their existing roll cage per the 2004 GCR.*

Change section 9.4.E.C.a and 9.4.E.C.b to read as follows:

- a. Mounting plates welded to the structure of the car shall not be less than .080 inches thick. The maximum area of each mounting plate in the American Sedan, Improved Touring, Showroom Stock, Spec Miata, and Touring classes shall be 144 square inches. Plates may be on multiple planes *but shall not be greater than fifteen inches on any side.*
- b. The thickness of mounting plates bolted or riveted to the structure of the car must not be less than the thickness of the roll hoop or brace that they attach to the chassis, and must be backed up with a plate of equal size and thickness on the opposite side of the chassis panel. The maximum area of each mounting plate must be 144 square inches. Plates may be on multiple planes *but shall not be greater than fifteen inches on any side.*

Change section 9.4.B.2.a to read as follows:

- a. Main hoops shall incorporate a diagonal brace. The brace shall either be in the plane of the main hoop, or extend from the top of one rear brace (described in 9.4.B.2.c) to the bottom of the opposite rear brace. Automobiles with mid mount engines can have the lower mounting point attach to the frame of the automobile within six inches of the main hoop. In the case of braces in the plane of the main hoop, the brace must span at least 50% of the width of the main hoop, and at least 75% of the height of the main hoop.

Touring/Showroom Stock

Item 1. Effective 11/1/07: Change section 9.1.10.C.4 as follows:

~~Unless otherwise specified on a vehicle's Specification Line, no updating or backdating of cars, models, specifications, and/or components thereof shall be permitted.~~ To maintain the stock basis of Touring, updating and/or backdating of components is only permitted within cars of the same make and model as listed on a single Touring Specification Line. Interchanging of parts between engines of varying displacements is prohibited.

Item 2. Effective 11/1/07: Change section 9.1.10.C.4.b as follows:

~~A car shall be eligible for ten (10) calendar years of competition, beginning on January 1st of its model year.~~ *Cars will be eligible for competition from the time they are classified until the end of the tenth calendar year of competition of the latest model year listed on the specification line.* Cars that are five (5) calendar years older than the current competition year shall not be eligible for positive competition adjustments, *except as provided in the updating and/or backdating rules.*

Item 3. Effective 11/1/07: Change the second paragraph of section 9.1.7.B as follows:

The Club Racing Board may classify any particular model of a car, as determined by the VIN, or permit specific options listed on the spec line for that car. No unlisted models or options are eligible. If no specific model or options are listed, then the classified car shall be the base model with no options. ~~A car shall be eligible for ten (10) calendar years of competition, beginning on January 1st of its model year.~~ *Cars will be eligible for competition from the time they are classified until the end of the tenth calendar year of competition of the latest model year listed on the specification line.* Cars that are five (5) calendar years older than the current competition year shall not be eligible for positive competition adjustments. 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.

Item 4. Effective 11/1/07: Reclassify the SSB 2002-06 Nissan Sentra SER to SSC at 3,000 lbs.

Improved Touring

Item 1. Effective 1/1/08: Change section 9.1.3.D.1.a.6 and add a new section 7 as follows:

~~6. Fuel injected cars may alter or replace the engine management computer, or ECU, provided that all modifications are done within the original OEM ECU housing. Only the stock (unmodified) OEM ECU connection to the wiring harness may be used. The allowance to modify the ECU in no way permits the addition of wiring, sensors, or piggybacked computers outside of the OEM ECU housing. The stock (unmodified) wiring harness must be used. The installation of a resistor is allowed between the sensor and the OEM wiring harness. Adjustable fuel pressure regulators are permitted.~~

The engine management computer may be altered or replaced. A throttle position sensor and its wiring may be added or replaced. A MAP sensor and its wiring may be added. Other existing sensors, excluding the stock air metering device, may be substituted for equivalent units.

7. *Wires and connectors in the engine wiring harness may be modified or replaced.*

American Sedan

Item 1. Effective 11/1/07: Add a new section g to 9.1.6.D.2 as follows:

g. Any mechanical (non-electrical) water pump may be used provided it is mounted in the original position.

Item 2. Effective 11/1/07: Add the following after the sixth sentence of section 9.1.6.D.7.b:

Headlights and headlight operating ancillaries may be removed. All resulting openings shall be covered by panels of an alternate material. These covers shall be of the same contour as the original lens.

Item 3. Effective 11/1/07: Add the following sentence to section 9.1.6.D.8.m:

Windshield wipers, motors, arms and brackets may be removed or replaced.

Production

Item 1. Effective 11/1/07: Reclassify the GP 1988-91 Honda Civic 1.5 and 1988-91 Honda CRX 1.5 to HP at 1,900 lbs.

Item 2. Effective 11/1/07: Reclassify the EP 1992-95 Honda Civic EX VTEC to FP at 1,950 lbs.

Item 3. The Production advisory committee and rewrite group present the following revision of the PCS. The intent of the revision was to simplify and clarify the rules without changing the core meanings. Although not considered to be a rule change the CRB requests input from the Production community on the revision to ensure the spirit of the rules are captured properly.

9.1.5. PRODUCTION CATEGORY

A. Philosophy

The Production category exists to provide the membership with an opportunity to compete in series produced cars. While a Production car retains many **stock components**, the current rules allow for high performance **modifications** to enhance the safety, power and handling of the car. Production cars are specified at two levels of preparation, Level 1 (Full Prep) and Level 2 (Limited Prep). The commitment for the future of Production is to the Level 2 formula. Every aspect of a car being classed will be considered. The normal criteria for consideration are, but not limited to: **engine** size and configuration, horsepower potential, driveline **components**, brakes, car weight, **suspension** configuration, **wheels**, and **body** style. Any car with an aspect or aspects that the Club Racing Board feels has fallen outside the current classes and cars classed, can be excluded from one or all of the current Production classes. The Club can alter **specifications** to equate the competition potential of each car in its modified form.

B. Classification

The Club will use the following guidelines when determining a car's suitability for classification in the Production category:

1. Production cars are specified at two levels, Level 1 and Level 2. Cars can be specified at either level or a combination of both.
2. Classification will be based on the **specifications** of the base model of the car, as it was delivered for sale in the United States.
3. Cars submitted for new classification in the Production Category must be series produced in quantities of no less than 3000 within a twelve month period.

C. Specifications

The SCCA will publish Production Car **Specifications** (PCS) each year. The PCS will contain the **specifications** for each car eligible to compete in the Production Category for that calendar year.

1. Each line of the PCS will list the make, model(s), level of **drive train** and **suspension/steering** preparation, along

with all other car specific **specifications**.

2. Cars can be updated or backdated within the **specifications** for the makes and models listed on the same **specification** line of the PCS.
3. The use of non **stock components may be permitted**. Non **stock components** can be permitted to equate competition potential.
4. **Track specifications** will be set at 103% of the car's **stock track** plus 2.5 inches.

D. Interpretation

1. An **addition, modification, substitution** or **removal**, must not be made unless specifically authorized.
2. An authorized **addition, modification, substitution** or **removal** can not perform a prohibited function. An authorized **addition, modification, substitution** or **removal** of one **component** does not permit the **addition, modification, substitution** or **removal** of any other **component** unless the **addition, modification, substitution** or **removal** is specifically authorized.
3. The levels of preparation on the cars **specification** line are the only levels that apply to that car. Authorized **modifications** in one level of preparation can not be used to determine or justify authorized **modifications** in another level of preparation.
4. The entrant of a car prepared to any of the level 2 **specifications**, must be in possession of a factory workshop manual at all competitions.
5. When the PCS refers to a **component** as being unrestricted, this permits the **addition, modification, substitution** or **removal** of that **component**.
6. A rule that pertains to a specific **component** supersedes a general rule that might otherwise apply.
7. If any word is used in the Production car **specifications** is defined in the technical glossary of the GCR, it will be interpreted as defined. Terms with corresponding glossary definitions are bold highlighted throughout the PCS. Note – the glossary will be forthcoming.

E. Authorized Modifications

1. Drive Train Level 1

a. Drive Train Component Modification

1. **Stock** and permitted alternate **components** of the **drive train** 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 **drive train** can have thermal barrier and friction altering coatings applied.

b. Induction System

1. All inducted air must pass through the **venturi(s)** of the car's **carburetor(s)**. On cars where the use of one (1) 40 DCN, DCNF, IDF **carburetor** is required, can fit one (1) of the following permitted optional **carburetors**:
 1. Weber 32 DGV/DGAV/DGEV
 2. Weber 32/36 DGV/DGAV/DGEV
 3. Weber 32/36 DFV/DFAV/DFEV
 4. Weber 34 DAT/DATR/DATRA/DMTR
 5. Holley-Weber 5200.

Where Weber **carburetors** are specified, Weber type **carburetors** can be **substituted**. The following are permitted Weber type **carburetors**:

1. Solex
2. SK
3. Mikuni
4. Delorto
5. Berg
6. PMO

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. Car's permitted to utilize **fuel injection**, must use the **stock manifold** and **throttle body**. The **throttle body bore** size must remain **stock**. The **throttle body** can be ported and **polished**. The number of **injection nozzles** must remain the same as **stock**. The mounting position and injection point of the **injection nozzle** must be **stock**. The **stock** type of **fuel injection** must be maintained (electronic, mechanical, electro-mechanical). The **fuel injection system** is otherwise 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. **Air cleaners, velocity stacks, air supply ducts** and **cold air boxes** are unrestricted.
 7. **Stock** or permitted alternate **intake manifold(s)** can be ported and **polished**. It/they can be cut apart to facilitate this work. When the **manifold** is re-welded, the external dimensions of the **manifold** must remain unchanged from **stock**.
 8. No portion of the **intake manifold(s)** can extend into the **inlet ports** of the cylinder head or **rotary engine** end plate. No **modification** of the cylinder head or end plate is allowed when fitting a permitted alternate **intake manifold**. Port to port **balance pipes** or tubes in all **intake manifolds** can be plugged or restricted.
 9. The **accelerator pedal** and **linkage** to the **throttle butterfly** is unrestricted. Electric throttle control is prohibited unless fitted as **stock**. Two spring loaded **systems** of positive throttle closure are strongly recommended.
- c. **Fuel pumps**, lines, filters, and pressure regulators are unrestricted, provided no **component** serves any fuel cooling purpose. **Fuel lines** can pass through the driver/passenger compartment. If a mechanical pump is **removed**, a blanking plate can be used to cover the **stock** opening.
 - d. Emission system **components**, control devices, associated lines, nozzles and wiring must be **removed** and any resultant holes plugged. The plugs must serve no other purpose.
 - e. Cylinder Head
 1. Porting, **polishing**, and machining within the limits of Production Car Rule E.1.a.1 E.1.a.2., is permitted. **Valve guides** and **valve seats** are unrestricted.
 2. If the **stock fuel injection** is **removed** and **carburetors** are utilized, the **stock fuel injection** ports in the cylinder head must be plugged. The plugs must serve no other purpose.
 3. The cylinder head can be machined to utilize **o-rings** to replace or supplement the cylinder head **gasket**.
 4. Holes resulting from the **removal** of **EGR valves** and air nozzles must be plugged. The plugs must serve no other purpose.
 - f. **Camshaft and Valve Gear**
 1. **Camshafts** are unrestricted. Any lifters, **tappets** or 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 camshaft 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 **metal valves** meeting the specified head diameter can be used. Any **valve springs** of the same type as **stock** can be used. **Valve retainers**, lash pads, **valve keepers**, **seals** and adjustment shims are unrestricted.
 5. **Pushrods**, **valve rocker arms**, shafts and attendant assemblies are unrestricted.
- g. **Block and Cylinders**
1. The **block** can be rebored 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.
- h. **Pistons and Connecting Rods**
1. **Pistons**, pins, clips and/or pin retainers and **piston rings** are unrestricted. **Pistons** must be constructed of **metal**.
 2. Alternate **ferrous connecting rods** of the same crank pin center to the piston pin center dimension as **stock** are permitted.
 3. **Connecting rod** bolts and nuts are unrestricted.
- i. **Crankshaft and Flywheel**
1. An alternate **crankshaft** is permitted. The crankshaft must be constructed of **ferrous** material, and must have the same **stroke** as **stock**. Journal diameters can be a maximum undersize of 0.045 from **stock** diameter. The crankshaft must retain the **stock** throw angles and **firing order**.
 2. The direction of **crankshaft** rotation must remain **stock**.
 3. External **Crankshaft vibration dampeners** are unrestricted.
 4. Any **flywheel** of the same diameter as the **stock** 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 the **stock** diameter **flywheel** for that alternate **transmission**.
 5. **Clutch** assemblies, clutch linkage and release bearings are unrestricted. Carbon **clutch components** are prohibited.
- j. **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 permitted. The **dry sump** tank must be mounted within the **bodywork**.
 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**.
- k. **Electrical System**
1. The use of any driver operated electric **starter** is permitted. The **starter** must be installed in the same general location as the **stock starter**. The **starter** must be mounted on the same side of the **flywheel** and **engine**

as **stock**.

2. **Ignition systems** are unrestricted. **Magneto ignition systems** are prohibited. If the distributor is **removed** a blanking plate can be fitted in its place. **Components** that allow the incremental adjustment of ignition timing by the driver during competition are prohibited.

3. The **generator** or **alternator** is unrestricted. If a **generator** or **alternator** is used it must be mounted in the same general location as **stock**.

4. **Batteries** are unrestricted.

5. All other **components** of the electrical **system** are unrestricted.

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**.

m. 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.

n. 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 **gear** shift 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.

o. Final Drive

1. **Driveshaft(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/drive train** can be relocated vertically upward, to a

maximum of one inch, to allow alignment of **suspension** and driveline **components**.

2. Drive Train Level 2

a. Drive train Component Modification

1. **Stock** and permitted alternate **components** of the **drive train** 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 **drive train** can have thermal barrier and friction altering coatings applied.

b. Induction System

1. All inducted air must pass through the **venturi(s)** of the cars **carburetor(s)**. All single carbureted cars may fit a permitted optional **carburetor**. Permitted optional **carburetors** are:
 1. Weber 32 DGV/DGAV/DGEV
 2. Weber 32/36 DGV/DGAV/DGEV
 3. Weber 32/36 DFV/DFAV/DFEV
 4. Weber 34 DAT/DATR/DATRA/DMTR
 5. 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. **Air cleaners, velocity stacks, air supply ducts** and **cold air boxes** are unrestricted.

7. 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** can not otherwise be modified.

8. The **accelerator pedal** and **linkage** to the **throttle butterfly** is unrestricted. Electric throttle control is prohibited unless fitted as **stock**. Two spring loaded **systems** of positive throttle closure are strongly recommended.

- c. **Fuel pumps**, lines, filters, and pressure regulators are unrestricted, provided no **component** serves any fuel cooling purpose. **Fuel lines** can pass through the driver/passenger compartment. If a mechanical pump is **removed**, a blanking plate can be used to cover the **stock** opening.
- d. Emission system **components**, control devices, associated lines, nozzles and wiring must be **removed** and any resultant holes plugged. The plugs must serve no other purpose.
- e. The Cylinder Head can only be modified:
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.
- f. **Camshaft and Valve Gear**
1. **Camshafts** are unrestricted. Any lifters, **tappets** or 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** or 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** lash Pads, **valve keepers**, **seals** and adjustment shims are unrestricted. Any **ferrous Valve keepers**, **valve springs**, and **shims** can be used.
 5. **Pushrods**, **valve rocker arms**, shafts and attendant assemblies are unrestricted.
 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.
- g. **Block and Cylinders**
1. The **block** can be rebored 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.

- h. **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.
- i. **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 the same diameter as the **stock** 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 the **stock** diameter **flywheel** for that alternate **transmission**.
 5. **Clutch** assemblies, clutch linkage and release bearings are unrestricted. Carbon **clutch components** are prohibited.
- j. **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**.
- k. **Electrical System**
1. The use of any driver operated electric **starter** is permitted. The **starter** must be installed in the same general location as the **stock starter**. The **starter** must be mounted on the same side of the **flywheel** and **engine** as **stock**.
 2. **Ignition systems** are unrestricted. **Magneto ignition systems** are prohibited. If the distributor is **removed** a blanking plate can be fitted in its place. **Components** that allow the incremental adjustment of ignition timing by the driver during competition are prohibited.
 3. The **generator** or **alternator** is unrestricted. If a **generator** or **alternator** is used it must be mounted in the same general location as **stock**.
 4. **Batteries** are unrestricted.
 5. All other **components** of the electrical **system** are unrestricted.
- l. **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**.
- m. **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.
- n. **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 **gear** shift 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.
- o. **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/drive train** can be relocated vertically upward, to a maximum of one inch, to allow alignment of **suspension** and driveline **components**.
3. **Drive Train Rotary Engine Level 2**
- a. **Modifications**
1. The capacity of the **working chambers** must not be changed from **stock**.
 2. The **eccentric shaft** can be replaced with another made from a **ferrous** material, but no changes in the eccentricity of journal dimensions are permitted.
 3. **Rotary engine rotors** are unrestricted.
 4. Street Porting of the **engine** only. Bridge porting, peripheral porting, and eyelash porting are prohibited. Contact SCCA National Office for details of Street porting.
 5. **Modification** of the water jacket in the area of the **spark plug**, for cooling purposes is permitted.
4. **Suspension and Steering Level 1**
- a. The **stock system** of **suspension**, e.g., live axle, swing axle, **McPherson strut**, A-arm, etc. must be retained.
 - b. **Ride height** is unrestricted.
 - c. Bolt on **suspension cross members/sub-frames** are unrestricted.

- d. **Suspension pickup/pivot points** are unrestricted. **Suspension Components** including **anti-roll bars**, **camber compensating** devices, **panhard rods**, **watts linkage** and **suspension stabilizers** are unrestricted. These **components** can pass through any portion of the car with the exception of exterior **body work**. If these **components** extend into the driver/passenger/**trunk** compartments, they must be covered with **metal** panels.
- e. **Suspension bushings, bearings** and **ball joints** are unrestricted.
- f. Springs and **Shock Absorbers**
1. Any springs or **torsion bars** can be used, provided the quantity of these items remains as **stock**. The location and **attachment points** of springs and **torsion bars** are unrestricted. Spacers/lowering blocks can be used between leaf springs and the **axle housing**. 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** and **McPherson struts/Chapman struts** are unrestricted. All cars can fit **coil-over** type springs with tubular, load bearing **shock absorbers** or struts. Such items must not exceed one spring and shock/strut per **wheel**.
 - A. **Attachment points** for the **shock absorbers** and **McPherson struts/Chapman struts** are unrestricted. Rear **attachment points** can be located in the driver/passenger/**trunk** compartment, but must be covered with **metal** panels.
 - B. When lever shocks are replaced with tubular shocks, the entire shock assembly can be replaced with a link and bracket that performs the control function.
 - C. **Bump stops** and bracketry are unrestricted.
 - D. No shock absorber, **McPherson struts/Chapman struts** can be capable of adjustment by the driver while the car is in motion, unless fitted as **stock**.
 3. Rockers, **rocker arms**, push and/or pull rods are prohibited.
- g. **Steering**
1. The **stock steering system** must be retained e.g. **rack and pinion**, reciprocating ball, **worm and sector**. The **steering system** can be relocated.
 2. **Steering system components** are unrestricted.
 3. The **steering column** is unrestricted. A collapsible type **steering column** is strongly recommended. The driver's normal seated position must not be relocated.
 4. Cars equipped with **power steering** as standard equipment can **modify, substitute**, disable and/or **remove** the power pump, related hoses and mounting brackets.
5. **Suspension and Steering Level 2**
- 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 can not 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 cars **anti-roll bar** also acts as a **suspension** locating device, the bars **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** and **McPherson strut/Chapman struts** are unrestricted, provided the quantity and type (i.e. tube, lever, strut) of these items remains as fitted **stock**. **Shock absorbers** and **McPherson strut/Chapman struts** 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** or **McPherson strut/Chapman struts** is unrestricted. No shock absorber, **McPherson struts/Chapman struts** can be capable of adjustment by the driver while the car is in motion, unless fitted as **stock**.

3. Shackles or spacers/lowering blocks can be used with leaf springs to adjust **ride height**.

4. 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**.

5. **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** can not 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 out-board 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.

6. **Cooling System Level 1 and 2**

a. Water **radiators** are unrestricted. The **radiator** must be installed in approximately the same the location as **stock**. There can be no **modifications** to the body, chassis, or internal structure of the car to accommodate the **radiator**, other than mounting brackets and attachment **fasteners**. A separate **cooling system expansion tank** can be mounted in the **engine compartment**. Coolant lines can run through the driver/passenger compartment.

b. Coolant lines are unrestricted. Openings resulting from the **removal** of a coolant line can be plugged, the plugs must serve no other purpose. Internal cooling passages can be restricted or plugged, the plugs must serve no other purpose.

c. **Radiator Fans** are unrestricted. Electrically operated **fans** must be mounted within four (4) inches of the **radiator**.

- d. **Radiator** Shroud
 - 1. **Radiator** shrouds are unrestricted.
 - 2. Sealing the area between the **radiator**, its shroud, any **fan(s)**, and the **stock grille** opening is permitted. No alternate **radiator** shroud can extend behind the **radiator** further than the rear edge of the rearmost mounted **fan**. If no cooling **fan** is fitted, the alternate shroud must end at the rear most edge of the **radiator**.
 - e. Air cooled **engine** shrouding and **fans** are unrestricted.
 - f. **Thermostat** and **Thermostat** housings are unrestricted. **Thermostats** can be replaced with a **blanking sleeve** or restrictor.
 - g. Oil/Lubricant Coolers
 - 1. **Engine**, **transmission**, and **differential** coolers are unrestricted. Coolers must be mounted completely within or under the **bodywork**, but can not be mounted in the driver/passenger compartment.
 - 2. **Transmission** and **differential** cooler pumps are unrestricted.
 - 3. Air **ducts** can be fitted to the cooler(s). No **Ducting** can extend forward of the most forward part of the front of the **body** or front **air dam**.
7. **Brakes Level 1 and 2**
- 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.

8. Wheels and Tires Level 1 and 2

- a. **Wheels, wheel spacers** and **wheel fans** are unrestricted
- b. Spare tires and **wheels** must be **removed**.

9. Body/Structure Level 1 and 2

a. **Modifications**

1. The body, **unibody, frame** and their **components** can be lightened, provided that structural rigidity is not compromised to the point of requiring **additional** support. No non-**stock** openings can be created in the bodywork. The lightening of the cars structure can not create any openings into the **cockpit**, or from the **wheel well** to the **engine/trunk** compartments.
2. The **hood, hatchback**, deck lid and **fenders** can be replaced by **components** of an alternate material, provided their appearance remains **stock**. Factory bolt-on **fenders** can be replaced in their entirety. Cars with non-removable **fenders** can replace the front **fender** panels going forward from the foremost door opening and the rear **fender** panels going rearward from the rearmost door opening. Closed cars must not **remove stock** material above a horizontal line placed at the lowest point of the driver's **door window** opening.
3. The exterior contour of all **fenders** can be **flared**. The **fender** when viewed from the top perpendicular to the ground must cover the portion of the tire that contacts the ground while the car is at rest. No replacement **fender** or **fender flare** can alter the basic **body** configuration or change the **fender** openings size, location and shape when viewed from the side.
4. One piece front **body** sections are permitted only on cars manufactured in that **stock** configuration. One piece front **body** sections must retain inner **wheel wells** if fitted as **stock**. The inner **wheel wells** can be constructed of an alternate material.
5. **Wheel wells** can be altered, using the **stock** type of material, in order to provide clearance for tires and **wheels**. **Wheel well** alterations must not result in the creation of any **additional** openings between the **wheel well** and the **engine**, passenger and **trunk** compartments. Existing openings between the **wheel well** and these compartments can be covered but can not be enlarged. Non **metal wheel wells** can be **removed**. If the **removal** of the non **metal wheel well** creates an opening to the **engine**, passenger or **trunk** compartments the created openings must be covered.
6. Misalignment or **modification** of the **bodywork** to create **ventilation** where none existed **stock**, is prohibited. All **bodywork** must be completely closed and securely fastened while the car is in competition. The **hood** and deck lid hinges can be **removed**. The **hood** and deck lid must be securely fastened; the manner in which they are secured is unrestricted. Door hinges must be retained in their **stock** location. Door hinges must be functional but can be lightened. Doors must be securely fastened closed, provided they can be opened or **removed** quickly in an emergency situation. Door handles can be **removed** and any resultant holes must be covered. The cover must not change the **stock** exterior contour of the door.
7. **Bumpers** that are integrated into the front or rear **bodywork**, can be replaced by **replica components** of an alternate material. The energy absorbing bumper **components** behind the front or rear **bumper cover** can be **removed**. **Bumpers** which are not an integral part of the **body** can be **removed** or replaced by **components** of an alternate material, provided their appearance remains as **stock**. If a **bumper** is **removed**, all mounting bracketry which projects outside the **body** must also be **removed**. **Bumper** bracket holes in the **body** created by **removal** of a **bumper** can be covered provided the covering serves no other purpose.
8.
 - A. Open cars must **remove** the **windshield** glass, **door window** glass, **quarter window** glass, rear glass, vent glass, frames/channels and all mounting brackets. Window winding mechanisms can be **removed**. A replacement **windshield** must be installed. The replacement **windshield** must be fitted within the vertical planes of the front most and rear most elements of the **stock windshield** and frame. The replacement **windshield** must not exceed the height or width of the **stock windshield** and frame. Any portion of the **windshield** that is in the driver's line of sight, must be constructed of a clear material. No part of the replacement **windshield** can be constructed of glass.
 - B. Closed cars can retain or replace the **stock** glass **windshield**. The replacement **windshield** must be constructed of a polycarbonate material with a minimum thickness of 6mm, and must be identical in size and **curvature** to the **stock** glass **windshield**. Replacement **windshields** must have a minimum of three inner supports to prevent the **windshield** from collapsing inward. Inner **windshield** supports must be a minimum of 0.75" by .125" straps of aluminum. The inner supports must be mounted a minimum of eight inches apart. Closed cars can replace the **rear window** with clear polycarbonate material having a minimum thickness of 3mm.

C. Closed cars can **remove** all **door window, quarter window** and vent window glass. Window winding mechanisms can be **removed**. **Door window, vent window and quarter window** frames/channels can be **removed**. **Door window** slots can be covered. Closed cars can install clear polycarbonate material having a minimum thickness of 3mm to replace the **rear, door, vent and quarter window** glass. The windows in the rear door of a 4 door car and **quarter windows** can be run in their **stock** open or closed position. **Ducts** can be installed in the **door, vent and quarter windows** or resultant **door window** openings, for the sole purpose of supplying cooling air to the driver.

D. **Targa type top** cars can be prepared to either closed car or open car **windshield and window specifications**.

E. All glass sunroof and T-top panels must be **removed**. The resulting opening(s) must be covered with panels of **stock** contour and of the same material as the **stock** surrounding roof structure. **Stock metal** sunroof and T-top panels may be either securely retained in the closed position or replaced with panels of **stock** contour and of the same material as the **stock** surrounding roof structure.

9. Air Dams: An air dam can be fitted to the front of the car. It must not protrude beyond the overall outline of the car as viewed from above, or extend aft of the forward most part of the front fender opening (cutout), and must not be mounted more than four inches above the horizontal centerline of the front wheel hubs. An intermediate mounting device can be used on cars whose front bodywork is above the four inch maximum. If the air dam covers any portion of the **stock** grille, an opening must be created in the air dam. The width of the opening must be equal to or greater than the widest horizontal measurement of the portion of the grille that would otherwise be covered. The height of the opening must be equal to or greater than the distance measured perpendicularly to the ground, between the lowest and highest point of the portion of the grille that would otherwise be covered. The opening in the air dam must be symmetrically aligned in both planes to the grille. Openings in the air dam are permitted for the purpose of ducting air to the brakes, radiator, and/or oil coolers. Openings can be cut in the front **valance** to allow the passage of up to a three inch duct or a rectangular or square duct with a maximum area of seven square inches leading to each front brake. These openings can serve no other purpose. When bumpers are used or when they are part of the bodywork, the air dam and bumper/replica bumper must appear to be two (2) separate **components**. The air dam can have no support or reinforcement extending aft of the forward most part of the front fender opening (cutout).

10. Glass and/or plastic headlight, front parking and **signal light** lenses and **bulbs** can be **removed**. All other lighting **components** can be **removed**. The headlight **bezels/rims** must remain in their **stock** locations. If the headlights are **removed**, openings behind the headlight **bezels/rims** must be covered with wire mesh screens or solid panels. These covers must be of the same or flatter contour as the **stock** headlight lenses.

A. Retractable or "pop up" headlight assemblies can be run in their open, partially opened, closed position or **removed** in their entirety. The openings created by the **removal** of the assembly must be covered with screens or panels. These covers must be the same or flatter contour as the **stock** assembly in its closed position, but need not retain any **bezels/rims**.

B. The openings created by the **removal** of front lighting **components/assemblies**, can be used to **duct** air to the **engine, radiator, oil cooler(s), and front brakes**. Holes for the **ducting** no larger than 7.25" in diameter can be cut in interior panels provided the holes are completely filled by the **ducts**.

C. **Side marker light** assemblies can be **removed** and the openings covered with a solid panel.

D. Cars that have plastic or glass **headlight covers** fitted as **stock**, must **remove** those covers and either replace them with duplicates of an alternate material mounted in the **stock** location or the covers can be **removed** to allow the **ducting** of air.

E. **Taillights** must be the **stock** type and mounted in the **stock** location.

11. Open cars must **remove** convertible, removable **tops** and all attaching bracketry and **fasteners**.

12. **Windshield wiper system** can be modified, **substituted** or **removed**. Holes created in the **body** by the **removal** of these **components** can be covered.

13. Radio antennas can be **removed**. Holes created in the **body** by the **removal** of the antenna can be covered.

14. Heater plenums that do not serve as a major part of the structure of the **firewall** can be **removed** or modified. Any resulting holes must be covered with **metal** panels.

15. Non-**metal floor pans** can be replaced with **metal floor pans** of a minimum .060" thickness. The **metal**

floor pan must have the same overall dimensions and be mounted in the same location as the **stock component**.

10. Driver/Passenger/Trunk Compartment Level 1 and 2

- a. The driver's seat must be replaced with a one-piece racing seat. The driver's seat must be installed so that a second seat of the same dimensions could be simultaneously fitted to the passenger's side of the car (no center seating). All cars registered after July 1, 1985 must have the driver seated on the left when the car is viewed from the rear.
- b. The **instrument panel/dashboard** and all contents are unrestricted. **Gauges/Instruments** are unrestricted.
- c. **Modifications** can be made to the Driver/Passenger/Trunk compartment to permit the installation of required safety equipment and to improve driver comfort and driver control of the car. Covers for all equipment located in the driver/passenger compartment forward of the rear most portion of the door opening can not extend higher than six inches below the highest point of the door. The installation of a **dry sump** tank and cover that extends above six inches below the highest point of the door is permitted but must be located completely within 18" of the front **firewall** on front **engine** cars or within 18" of the rear **bulkhead** on rear **engine** cars and no higher than the cowl.
- e. All interior **trim**, floor covering, upholstery panels and **stock** seats can be **removed**.

11. Safety Level 1 and 2

- a. 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.

12. General preparation Level 1 and 2

- a. **Fastener** items can be replaced by similar items performing the same fastening function(s).
- b. Any paint scheme or markings meeting GCR **specifications** are permitted.
- c. Two way radios are permitted. A hole can be created in the body to mount a radio antenna.
- d. Fluids and Lubricants are unrestricted.

RECOMMENDATIONS TO THE BoD

None

MEMBER ADVISORIES

Formula Continental – The CRB welcomes comments from the FC community about reducing the flywheel weight of the Pinto engine to 8.0 lbs (currently 14.5 lbs) to equalize the weight with the Zetec flywheel.

Sports Racer – The CRB has rescinded its recommendation to combine CSR and DSR due to member input.

Production – In conjunction with the Production rewrite, the CRB is seeking input from the Prod community on the following two options for level two (limited prep) suspensions.

OPTION A

5. Suspension and Steering Level 2

- 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 can not 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 bars **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.

A. **Macpherson/chapman strut** suspensions that are a two piece **spindle/bearing carrier** and bolt on dampner design, can replace the bolt on dampner portion of the **Macpherson/chapman strut** with any replacement dampner.

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 dampner, 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 dampner. One piece design **Macpherson/chapman strut** suspensions can add material 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** can not 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.

OPTION B

5. Suspension and Steering Level 2

- a. **Ride height** is unrestricted.
- b. **Suspension Components**
 1. **Suspension control arms** are unrestricted, provided the quantity of these items remains as **stock**.
 2. **Spindle/bearing carriers** on all suspensions are unrestricted.
 3. **Suspension bushings, bearings** and **ball joints** are unrestricted.
 4. 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 can not 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.
 5. When a cars **anti-roll bar** also acts as a **suspension** locating device, the bars **attachment points** and pivot points on the chassis and **suspension control arms** must remain in the **stock** location.
 6. **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. **Remote reservoir strut** dampeners are per-

mitted. 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.
 - A. **Macpherson/chapman struts** that are a two piece **spindle/bearing carrier** and bolt on dampner design are unrestricted.
 - B. **Macpherson/chapman struts** that are a one piece **spindle/bearing carrier** and strut tube design are unrestricted.
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/ **Macpherson/chapman struts** are permitted if coil-over shocks/ **Macpherson/chapman 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** can not relocate the **component** it retains.
3. All types of suspensions that have an integral steering arm to the strut housing or **spindle/bearing carrier** can fit an unrestricted alternate steering arm.
4. 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**.
5. The **steering column** is unrestricted. A collapsible type **steering column** is strongly recommended. The driver's normal seated position must not be relocated.
6. Cars equipped with **power steering** as standard equipment can **modify, substitute, disable** and/or **remove** the power pump, related hoses and mounting brackets.

NEW CAR CLASSIFICATIONS

T3 - Volkswagen GTI effective 1/1/08

REFERRED or TABLED

Improved Touring

1. ITA - Review the classification of the 1996 BMW Z3 1.9L (Breault). Tabled for further research.
2. ITA - Lower the weight of the Charger instead of reclassifying it (Ward). Tabled earlier this year for further research.

Production

1. HP - Add another .1 inch to the VW track (Barrack). Tabled for further research.
2. GP/HP - Classify limited prep motor/full prep chassis for the X1/9 (Brannon). Tabled for advisory committee input.

Touring/Showroom Stock

1. T2 - Allow the Lotus to upgrade the rear toe link (Hahn). Tabled for further research.
2. T2 - Allow the Elise and Exige an accusump (Lipperini). Tabled for receipt of parts per section 9.1.10.C7.
3. T2 - Allow an alternate model for the Scion TC (Lipperini). Tabled for advisory committee input.
4. T3 - Allow an alternate radiator, brake duct kit, and differential cooler kit on the Honda S2000 (Costello). Tabled for receipt of parts per section 9.1.10.C.7.

NOT RECOMMENDED

GCR

Allow alternate fuel cells (Coppola). The current specs are appropriate. We will continue to monitor the industry.

Formula/Sports Racer

F1000 – Allow manual cam chain tensioners (Conrad). There is no proven need.

Grand Touring

1. GT – Allow a heater core to be installed (Fonte). The rules are adequate as written.
2. GT2 – Reclassify the GT2 3498 cc Fiero to GT3 with additional weight (Hamann). The 3498 cc engine is outside the GT3 performance parameters.
3. GT3 – Allow slide throttles (Drummond). The GT category requires butterfly throttles.
4. GT3 – Allow the Porsche 914-6 a 15x8 rear wheel. The rule is adequate as written.

Improved Touring

1. IT – Further define “modified” (Dowd). The rule is clear as written.
2. IT – Clarify the engine and piston bore type (Bennett). The rule is clear as written.
3. ITS – Allow the 280ZX a hood and hatch constructed of alternate materials (Ira). Alternate body components are inconsistent with IT rules.
4. ITS – Allow an alternate control arm for the Porsche 944 (Capuano). Alternate control arms are not allowed in IT.
5. ITR – Reclassify the 1995-97 BMW M3 (Standridge). The car exceeds the performance parameters of ITR. The amount of ballast required to fit the car in ITR has been deemed excessive.

Production

1. FP – Reduce the weight of the 1984-87 Honda Civic/CRX to 1,800 lbs (Gillespie). We will continue to monitor the car’s performance.
2. FP – Increase the choke size for the 1984-87 Honda Civic/CRX to 34 mm (Gillespie). We will continue to monitor the car’s performance.

Touring/Showroom Stock

1. T – Allow all Touring cars to remove catalytic converters (Hermes). The involved classes are remarkably balanced and competitive with the present rules including cats. This matter remains tabled until a process is in place to assure that boosted cars do not have an unintended substantial advantage upon cat removal and revised computer tune.
2. T – Require turbo charged cars to maintain stock boost pressure (Hahn). The committee will continue to monitor the performance of turbo charged cars.
3. T2 – Reduce the Weight of the BMW 335Cl to 3,500 lbs, and allow an alternate suspension kit on the BMW 335Cl (Brecht). The car is competitive as specified.
4. T2 – Allow the Cadillac CTS-V a 285/30/18 tire, and reduce the minimum weights of the 2004 models to 3,890 lbs and the 2005 models up to 3,940 lbs (Buttermore). We wish to monitor the results of the recently approved suspension components.
5. T2 – Change the minimum weight of the Lotus Elise to 2,190 lbs (Hahn). The car is competitive as specified.
6. T2 – Reclassify the Mustang Mach 1 to T3 (Lipperini). The car is competitive as classified.
7. T3 – Allow an alternate bypass valve for the Mazdaspeed Miata (Lipperini/Hahn). Alternate components for the turbo charged system are not allowed in Touring.
8. T3 – Allow the alternate suspension parts for the Mustang GT (Lipperini). The car is competitive as specified.
9. T3 – Allow an engine damper on the Honda S2000 (Costello). Alternate engine dampers are not allowed in Touring.
10. T3 – Allow a baffled oil pan on the Honda S2000 (Costello). Alternate oil pans are not allowed in Touring.
11. SSB – Allow the Mini Cooper S a John Cooper Works front and rear suspension strut kit and front and rear springs (Porter). Aftermarket and non-OE optional parts are not allowed in SS. These parts would be considered if the membership supports allowing trunk kits for the SS classes.

12. SSB – Reduce the size of the Solstice tire (Porter). SS requires stock tires.
13. SSB – Slow the Pontiac Solstice more (Ellis/Fondakowski). The car is correctly specified.
14. SSB – Allow an accusump on the Toyota Celica GTS (Lipperini). Alternate engine components are not allowed in SS.
15. Allow the Mini Cooper S a limited slip differential (Porter). The LSD was not available on the 02-04 model years. We will continue to monitor the performance of the 05-06 year cars.
16. SSC – Reduce the weight of the Cobalt SS to 3,000 lbs (Pavageau). The car is competitive as specified.
17. SSC – Allow the 18x7 wheel option for the Scion (Lipperini). The car is correctly specified.
18. SSC – Allow the following for the Scion TC: a strut tie bar, alternate shock absorbers, lowering springs, alternate sway bar springs, quick shifter, alternate air intake, and torque biasing differential (Lipperini). We have requested member input on allowing trunk kits starting in 2008.
19. SSC – Remove 50 lbs from the 1999-2000 Honda Civic Si (Lipperini). The car is competitive as specified.
20. SSC – Allow an accusump on the Scion tC (Lipperini). Alternate engine components are not allowed in SS.
21. SSC – Allow an accusump on the Toyota Corolla XRS (Lipperini/Peele). Alternate engine components are not allowed in SS.

PREVIOUSLY ADDRESSED

Addressed in Technical Bulletin 07-07 or the July 07 FasTrack:

- GCR – Clarify the variations in side protection of different classes (Grew).
- GT – Clarify roll cage side protection (Patten).
- ITA – Allow the 1999 Spec Miatas to use a 47 mm restrictor (Drago).

Addressed in Technical Bulletin 07-05 or the May 07 FasTrack:

- GT – Revisit the restrictor ruling, and remove 80 lbs from the 13B (Drummond).
- AS – Allow vortec heads or add weight to the Fords (Stevens).
- AS – Increase the weight of the Fords (3 letters).

NO ACTION REQUIRED

GCR

1. Recommendation for a warning tag attached to the fire safety pin is silly (Cohen). Thank you for your input.
2. Do not change the current yellow flag rule (Wheeler). Thank you for your input.
3. Check licenses from other sanctioning bodies to make sure they have not been turned down by SCCA (Butler). Thank you for your input. We accept only those licenses with criteria similar to our own.

Formula/Sports Racer

F500 – F500 engine input (Bell/Doherty). Thank you for your input.

Grand Touring

GT – Support for allowing cars without a windshield and hardtop (Spicuzza). Thank you for your input.

Improved Touring

IT – Opposition to SM in IT (11 letters). Thank you for your input.

Prepared

1. P – Opposition to IT cars counting toward participation numbers (7 letters). Thank you for your input.
2. P – IT cars in Prepared classes input (3 letters). Thank you for your input.

Production

1. P – Support for making the air dam requirements less restrictive (Pineider). Thank you for your input.

2. EP – Do not remove the Toyota Corolla (Llelellyn). The car will be removed from the drop list.
3. FP – Do not remove the Sunbeam Alpine (Walker). The car will be removed from the drop list.
4. FP – Do not remove the Fiat 124 Spider (Dorety). The car will be removed from the drop list.
5. GP – Do not remove the Alpha Romeo Giulietta (Wood). The car will be removed from the drop list.
6. GP – Do not remove the BMW 1600 (Simpson/Bayles). The car will be removed from the drop list.
7. HP – Explain HP adjustments (Barrack). The recent adjustments to the HP class were a result of displacement to weight with adjustments made based on performance based parameters, such as drive configuration and engine designs.
8. HP – Opposition to the 65 lb increase on the HP Triumph Spitfire 1500 (Johnson). Thank you for your input. The weight increases were proportional to adjustments to other cars in the class.

Touring/Showroom Stock

1. SS – Opposition to the 5 year positive adjustment rule (McCaughey). Thank you for your input.
2. SSB – Delay the penalization of the Solstice (Hagerty). Thank you for your input.
3. SSC – Do not penalize the Corolla XRS or Mazda3 (Lipperini). Thank you for your input.

Resumes

Spec Miata

Todd Lamb – Thank you for your resume. We will keep it on file.

Jim Drago – Thank you for your resume. We will keep it on file.

Donnie Barnes – Thank you for your resume. We will keep it on file.

Dave McAnaney – Thank you for your resume. We will keep it on file.

Karl Zimmermann – Thank you for your resume. We will keep it on file.

Touring/Showroom Stock

Sam Ryan – Thank you for your resume. We will keep it on file.

CLUB RACING TECHNICAL BULLETIN

DATE: July 3 & 5, 2007

NUMBER: TB 07-08

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 8/1/07 unless otherwise noted.

Formula

FA

1. Section 9.1.1.A.2.b, FA engine table, p. 157, change the specs by deleting line Z, Volkswagen 1835cc, in its entirety.
2. Section 9.1.1.A.2.b, FA engine table, p. 157, line X, Volkswagen 1835cc, add to the specs as follows: Notes: Alt block and crankshaft permitted with max. displacement of 2135cc, valve lift (measured at zero lash): .500" max.
3. Correct the alt. Formula 3 Volkswagen engine classification in TB 07-07 as follows:
Section 9.1.1.A.1.a.2, FA car classifications, p. 161, add to the Formula 3 car spec line as follows: Notes: Alt block and crankshaft permitted with max. displacement of 2135cc, valve lift (measured at zero lash): .500" max.

FC

1. Section 9.1.1.B.1.c.32, p. 175, at the request of the manufacturer the CRB is making the following change based on the availability of the Fast Forward aluminum cylinder head. Change the section to read as follows: The use of the Fast Forward aluminum cylinder head is permitted in National competition *beginning 11/1/07*.
2. Section 9.1.1.B.1.d.9, p. 177, add the following after the third sentence: *The tail pipe includes a muffler, if present, as long as the inlet and outlet pipes of the muffler are the same diameter as the tail pipe.*

Grand Touring

GT1

1. Classify the Porsche 997 GT3 Cup car in GT1.
Add new spec line to GTCS, p. 245, 997 GT3 Cup: shall run as delivered for the GT3 Cup Challenge except that tires are unrestricted and fuel per IT specs. Cars shall meet the safety requirements as specified in the GCR except that original, factory installed roll cage is permitted. Competitors shall have a copy of the Cup Challenge rules in their possession. Minimum weight 2810 lbs w/ driver.

GT3

1. Engines – Acura, updated in TB 07-03, change the K20A engine specs to read as follows: Fuel Induction: 33mm SIR.
2. Classify the Audi TT Coupe in GT3.
Add new spec line to GTCS, updated in TB 07-03, Cars – Audi, Model: TT Coupe, Body Style: 2dr, Driveline: FWD, Wheelbase(in): 97.3.
3. Classify the 1984cc engine in GT3.
Add new spec line to GTCS, updated in TB 07-03, Engines – Audi, Engine Type: DOHC, Bore x Stroke(mm): 82.5 x 92.8, Displ.(cc): 1984, Head Type: Alum, Crossflow, Valves/Cyl: 4, Fuel Induction: 33mm SIR, Weight(lbs): 2000.
4. Classify the Ford 2.3L engine in GT3.
5. Add new spec line to GTCS, updated in TB 07-03, Engines – Ford, Engine Family: Duratech, Engine Type: DOHC, Bore x Stroke(mm): 87.5 x 94.0, Displ.(cc): 2260, Head Type: Alum, Crossflow, Valves/Cyl: 4, Fuel Induction: 33mm SIR, Weight(lbs): 2180.
6. Engines – Honda, updated in TB 07-03, change the K20A engine specs to read as follows: Fuel Induction: 33mm SIR.
7. Engines – Mazda, updated in TB 07-03, change the MZR 1999cc engine specs to read as follows: Fuel Induction: 33mm SIR.
8. Classify the Mazda 2.3L engine in GT3.
Add new spec line to GTCS, updated in TB 07-03, Engines – Mazda, Engine Family: MZR, Engine Type: DOHC, Bore x Stroke(mm): 87.5 x 94.0, Displ.(cc): 2260, Head Type: Alum, Crossflow, Valves/Cyl: 4, Fuel Induction: 33mm SIR, Weight(lbs): 2180, Notes: Hood bulge permitted w/ no openings.
9. Classify the Mazda 12A Peripheral Port engine in GT3.
Add new spec line to GTCS, updated in TB 07-03, Engine Family: 12A, Engine Type: Peripheral Port, Displ.(cc): 2292, Fuel Induction: 37mm SIR, Weight(lbs): 2180, Notes: Engine setback from the front spindle centerline to the front spark plug is 4.5".
10. Classify the Pontiac Fiero in GT3.
Add new spec line to GTCS, updated in TB 07-03, Cars – Pontiac, Model: Fiero, Body Style: 2dr, Driveline: RWD, Wheelbase(in): 93.4, Notes: May convert to front engine/rear wheel drive. If OEM engine location is used (rear engine) IRS weight penalty is waived. Air cleaner may protrude through engine hatch.
11. Classify the 2677cc engine in GT3.
Add new spec line to GTCS, updated in TB 07-03, Engines – Pontiac, Engine Type: OHV, Bore x Stroke(mm): 101.6 x 82.55, Displ.(cc): 2677, Head Type: Alum Crossflow, Valves/Cyl.: 2, Fuel Induction: 33mm SIR, Weight(lbs): 2200.
12. Engines – Saab, updated in TB 07-03, change the 1985cc DOHC engine specs to read as follows: Fuel Induction: 33mm SIR.
13. Engines – Volkswagen, updated in TB 07-03, correct by adding to the 1715cc engine specs as follows: Notes: Alt. Eurospec cyl. head may be used.
14. Engines – Volkswagen, updated in TB 07-03, correct by adding to the 1780cc SOHC engine specs as follows: Notes: Alt. Eurospec Sports cyl. head may be used.
15. Engines – Volkswagen, updated in TB 07-03, change the 1984cc DOHC engine specs to read as follows: Fuel Induction:

33mm SIR.

GTL

1. Classify the Lancia Scorpion in GTL.

Add new spec line to GTCS, p. 282, Cars – Lancia, Model: Scorpion, Years: 76-77m Body Style: 2dr, Driveline: RWD, Wheelbase(in): 90.5, Notes: Trunk mounted fuel cell is permitted. Fabric roof panel may be replaced with alternate material.

2. Classify 1756cc engine in GTL.

Add new spec line to GTCS, p. 282, Engines – Lancia, Engine Type: DOHC, Bore x Stroke(mm): 84.0 x 79.2, Displ.(cc): 1756, Head Type: Alum, Crossflow, Valves/Cyl: 2, Fuel Induction: 25mm SIR, Weight(lbs): 1920.

3. Engines – Volkswagen, p. 291, add to the 1715cc engine specs as follows: Notes: Alt. Eurospec cyl. head may be used.
4. Engines – Volkswagen, p. 291, add to the 1780cc SOHC engine specs as follows: Notes: Alt. Eurospec Sports cyl. head may be used.

Improved Touring

ITS

1. Mazda MX-5 / Miata (1999), p. 311, add the 00 model year to the spec line.
2. Classify 01-02 Mazda Miata in ITS.

Add new spec line to ITCS, p. 311, Mazda MX-5 / Miata (01-02), Engine Type: 4 Cyl DOHC, Bore x Stroke(mm) / Dspl.(cc): 83.0 x 85.0 / 1839, Valves IN & EX(mm): (I)33.10 (E)28.15, Comp. Ratio: 10.0, Wheelbase(in): 89.2, Wheel Dia.(in): 15/16, Gear Ratios: 3.14, 1.89, 1.33, 1.00, 0.81, Brakes Std.(mm): (F)255 or 269.5 Vented Disc (R)252 or 267.9 Vented Disc, Weight(lbs): 2375.

ITA

1. Classify the Merkur Scorpio in ITA.

Add new spec line to ITCS, p. 320, Merkur Scorpio (87-89), Engine Type: V-6 OHV, Bore x Stroke(mm) / Displ.(cc): 93.0 x 72.0 / 2935, Valves IN & EX(mm): (I)46.0 (E)36.0, Comp. Ratio: 9.2, Wheelbase(in): 108.0, Wheel Dia.(in): 15, Gear Ratios: 3.36, 1.81, 1.26, 1.00, 0.83, Brakes Std.(mm): (F)260 Vented Disc (R)260 Solid Disc, Weight(lbs): 2815.

2. Pontiac Fiero GT & Formula V-6 2.8 (1988), p. 320, add to the specs as follows: add the 85-87 model years, Wheel Dia.(in): 14, Gear Ratios: 3.31, 1.95, 1.24, 0.81, Brakes Std.(mm): (F)247 Solid Disc (R)247 Solid Disc.
3. Pontiac Fiero V-6 2.8 (85-87), p. 320, delete the spec line in its entirety.

ITB

1. Volvo 142 / 144 2.0 (69-74), p. 331, correct the specs by adding as follows: Gear Ratios: 3.13, 1.99, 1.36, 1.00.

Prepared

1. Section 9.1.4.B, p. 339 and updated in TB 07-03, add another section to read as follows:
· Cars eligible for the SCCA Pro Racing MX-5 Cup series, using the current set of Pro Racing rules, except that any DOT tire is permitted provided it does not exceed 225/45/17, the claim rule will not be in effect, fuel per IT specs, and a head and neck restraint is optional. Competitors must have a copy of the current rules in their possession.
2. Section 9.1.4.1.A.4, p. 352, clarify by changing to read as follows: Convertible model cars may compete with a hardtop or as an open car.
3. Section 9.1.4.2.A.3.b, p. 355, clarify by changing to read as follows: Convertible model cars may compete with a hardtop or as an open car.

Production

EP

1. Honda Civic EX VTEC SOHC (94-95), p. 382-383, add the 92-93 model years to the spec line.

FP

1. Ford Fiesta (78-80), p. 404-405, change the specs to read as follows: Track (F/R)(in): 56.5 / 56.0, Wheels(max): 13 x 7.
2. Honda Civic / Civic Si (84-87), p. 404-405, change the specs to read as follows: Weight(lbs): Track (F/R)(in): 59.3 / 59.9, Wheels(max): 13 x 7.
3. Honda Prelude (94-87), p. 404-405, change the specs to read as follows: Track (F/R)(in): 62.1 / 62.1, Wheels(max): 13 x 7.
4. Honda CRX / CRX Si (84-87), p. 406-407, change the specs to read as follows: Track (F/R)(in): 59.3 / 59.9, Wheels(max): 13 x 7.

Showroom Stock

SSC

1. Saturn SL2 (98-00), p. 471, add to the specs as follows: Notes: A max. tire size of 205/50 is permitted based on availability of performance tires; this max. size supersedes SS tire rule in SSS section 9.1.7.E.7.
2. Saturn SL2 (01-03), p. 471, add to the specs as follows: Notes: A max. tire size of 205/50 is permitted based on availability of performance tires; this max. size supersedes SS tire rule in SSS section 9.1.7.E.7.
3. Scion tC (03-07), classified in TB 07-01, change the specs to read as follows: Weight(lbs): 2900.
4. Volkswagen Rabbit (06-07), classified in TB 07-01, change the specs to read as follows: Weight(lbs): 2900.

Spec Miata

1. Section 9.1.8.C.1.i, p. 477, the camshaft specs for the Spec Miata class have been updated. The updated specs, labeled revision #1 are required effective 8/1/07.

Sports Racer

1. Clarify the third and fourth sentences of section 9.1.9.A.2.d.1 to read as follows: Ventilation slots are permitted. The tires

shall not be seen as viewed from *directly* above (i.e., along a line perpendicular to the axle intersecting the center of the top of the tire), although the rear tires may be exposed as viewed from the rear.

CSR

1. Section 9.1.9.A.2.a, CSR Engine Table, p. 494, add to line "S" as follows: Notes: Alt block and crankshaft permitted with max. displacement of 2135cc, valve lift (measured at zero lash): .500" max.

Sports 2000

1. Section 9.1.9.B.5.ff, p. 505, at the request of the manufacturer the CRB is making the following change based on the availability of the Fast Forward aluminum cylinder head. Change the section to read as follows: The use of the Fast Forward aluminum cylinder head is permitted in National competition *beginning 11/1/07*.

Touring

T1

1. Chevrolet Corvette C6 Coupe (05-06), p. 548, add to the specs as follows: Tire Size: (F)18x10 (R)18x11; Rear tires may protrude up to 1.0" with GM T1 Performance Suspension package. Maximum camber: (F)-3.5 (R)-2.5 degrees w/ GM suspension pkg.
2. Dodge Viper SRT-10 Incl. Coupe (03-06), p. 549, add to the specs as follows: Tire Size: Maximum camber: (F)-3.0 degrees w/ Dodge Motorsports T1 suspension package.

T2

1. Pontiac Solstice GXP (2007), classified in TB 07-01, add to the specs as follows: Notes: Ron Davis radiator part #1-38S006 allowed.

ST

1. Chevrolet Corvette C6 Z06 (06-07), p. 561, add to the specs as follows: Tire Size: Rear tires may protrude up to 1.0" with GM T1 Performance Suspension package. Maximum camber: (F)-3.5 (R)-2.5 degrees w/ GM suspension pkg.
2. Dodge Viper SRT-10 Incl. Coupe (03-06), p. 561, add to the specs as follows: Tire Size: Maximum camber: (F)-3.0 degrees w/ Dodge Motorsports T1 suspension package.

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS

Ron Jesberger II vs. SOM, COA Ref. No. 07-08-NE

June 21, 2007

**** REVISION ****

PRIOR PROCEEDINGS AND FACTS IN BRIEF

On May 6, 2007, following the Spec Miata race at the "Easy Points" National held at New Hampshire International Speedway, Eric Lendrum, driver of Spec Miata # 5, protested Ron Jesberger II, driver of Spec Miata # 42, alleging violation of GCR 6.8.1.A, 6.8.1.B and 6.8.1.D. (On course driver conduct). The Stewards of the Meeting (SOM) Jim Poor, Tim Meddaugh and Peter Klein, Chairman, met, reviewed evidence and testimony and upheld Mr. Lendrum's protest. The SOM assessed a loss of two positions in class penalty and the attendant three penalty points. Mr. Jesberger is appealing the SOM decision.

DATES OF THE COURT

The National Court of Appeals (COA) Dick Templeton, Bob Horansky and Michael West, Chairman, met on June 14 and 21, 2007 to hear, review and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal from Ron Jesberger II
2. Official Observer's Report and related documents

FINDINGS

The First Court's action was a result of contact between cars 42 and 5 at the right hand Turn # 5. The decision of the SOM was based on witness statements from Mr. Lendrum, Mr. Jesberger, Corner 3's Corner Captain, Corner 3's F&C crew, and NEDIV Executive Steward Jack Hanifan who was attending the event as a visitor. Four of the five witness statements agreed that the left front of Mr. Jesberger's car struck the right rear of Mr. Lendrum's car. Those witnesses also faulted Mr. Jesberger for the body contact that caused Mr. Lendrum to spin and allowed Mr. Jesberger to advance his position.

In Mr. Jesberger's witness statement, he stated that he felt Car 5 had slowed more than usual and that he had accidentally bumped Car 5 as a result. In Mr. Jesberger's appeal he stated that Car 5 had moved over into him, causing the contact.

Mr. Jesberger introduced no new evidence and the penalty imposed by the SOM was in accordance with the GCR.

DECISION

The Court of Appeals upholds the SOM decision in its entirety. Mr. Jesberger introduced no new evidence and the penalty imposed by the SOM was in accordance with the GCR. The Court feels that the Appeal was not well founded and directs that the Appeal fee be retained by SCCA.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Tim Kautz vs. SOM, COA Ref. No. 07-09-CE

June 21, 2007

PRIOR PROCEEDINGS AND FACTS IN BRIEF

Following the Group 8 Qualifying session at the Blackhawk Farms National Race, May 19 - 20, 2007, Assistant Chief Steward Mike Smith filed a Request for Action (RFA) with the Stewards of the Meeting (SOM) citing that FF #88, driven by Tim Kautz was in violation of GCR 6.8.1, A.B.C.D (Rules of the Road) causing contact between FF #88 and FV #4, driven by Michael Kochanski. The SOM, Bev Heilicher, Jack Foster, Dave Karling and Kevin Coulter, Chairman, conducted a hearing and found Mr. Kautz in violation of GCR 6.8.1, A.B.C.D (on course driver conduct) and placed him on probation for three race weekends. Mr. Kautz is appealing their decision.

DATES OF THE COURT

The Court of Appeals (COA), Dick Templeton, Bob Horansky and Michael West, Chairman, met on June 15 and 21, 2007 to hear, review and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Mr. Kautz dated May 29, 2007.
2. Observer's Report and other related documents from the event dated May 31, 2007.
3. E-mail from Kevin Coulter, Chairman SOM, received June 19, 2007.

FINDINGS

The SOM heard testimony from Mr. Kautz and Mr. Kochanski and from Ron Sokol, listed as "crew". They also received witness statements from Lon Hake and Roy Rogers, corner personnel. There is no doubt that there was contact between the two cars as Mr. Kautz attempted to pass Mr. Kochanski, forcing Mr. Kochanski off the course in violation of GCR 6.8.1.A.B.C.D. The COA reviewed in detail all documents submitted and found no new evidence in the material submitted by Mr. Kautz in his appeal.

DECISION OF THE COURT

The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Kautz's appeal is not well founded and his appeal fee shall be retained by SCCA.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Tim Kautz vs. SOM, COA Ref. No. 07-10-CE

June 21, 2007

PRIOR PROCEEDINGS AND FACTS IN BRIEF

Following the Group 8 race at the Blackhawk Farms National Race, May 20, 2007, Assistant Chief Steward Mike Smith filed Requests for Action (RFA) with the Stewards of the Meeting (SOM) against the drivers of FF #88, Tim Kautz, and FV #91, Mike Beaumia, citing contact between the two cars in violation of GCR .6.8.1.A.B.C.D. and the Supplementary Regulations. Both cars were forced to retire from the race. In addition, Mr. Beaumia filed a protest against Mr. Kautz citing a violation of GCR 6.8.1.D (passing). The SOM, Bev Heilicher, Jack Foster, Dave Karling and Kevin Coulter, Chairman, conducted a combined hearing on the RFAs and the Protest as they referenced the same matter. The SOM found Mr. Kautz to be in violation of GCR 6.8.1.A.B.C.D., suspended his competition privileges for 45 days along with the loss of all National Competition points, and assessed him 7 penalty points per GCR 7.4.A.7. and 7.4.C. Mr. Kautz is appealing this decision.

DATES OF THE COURT

The Court of Appeals Dick Templeton, Bob Horansky and Michael West, Chairman, met on June 15 and 21, 2007 to hear, review and deliver a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Mr. Kautz dated May 29, 2007.
2. Observer's Report from the event and related documents dated May 31, 2007.
3. Still photographs of FF #88 and FV #91 and the helmet of Mr. Beaumia.
4. E-mail from Kevin Coulter, Chairman SOM, received June 19, 2007.

FINDINGS

The SOM heard testimony from Mr. Kautz, Mr. Beaumia, Nick Maurus, driver of FV #97, Jim Dziejwior, driver of FV #20, and Kathy Cramer and Kenneth Cramer, corner personnel. FV #97, FV #20 and FV #91 were approaching corner 7 in a single file line on the left side of the course and were being passed by FF #88. Mr. Beaumia in the lead FV #91 pointed Mr. Kautz to pass on his right. As the pass was being made, Mr. Kautz turned left into Mr. Beaumia causing severe contact and damage to both cars. Testimony from all witnesses, including the two following drivers, was in agreement with the description of the incident.

The COA's review of all documents provided no new evidence from that presented to the First Court.

DECISION OF THE COURT

The Court of Appeals upholds the decision of the SOM in its entirety and reminds Mr. Kautz that it is the passing driver's responsibility to have his car under control at all times and that when passing slower cars, the pass must be made in a safe manner. Mr. Kautz's appeal is not well founded and his appeal fee shall be retained by SCCA

SOLO EVENTS BOARD MINUTES

SOLO EVENTS BOARD MINUTES | June 27, 2007

The Solo Events Board met by conference call June 27. Attending were board members Chris Dorsey, Jason Isley, Ron Bauer, Andy Hollis, Dick Berger, Marcus Merideth, Donnie Barnes, Steve Wynveen, and Tina Reeves. Also attending were Kaye Fairer of the BOD and Doug Gill of the National Staff. These minutes are presented in topical order rather than in the order of discussion.

Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is 1/1/2008.

Member comments should be sent to seb@scca.com (preferred) or the National Office.

SOLO SAFETY

- The following proposed rule change has been recommended by the SSC and is being submitted for member comment:
Change 3.3.3.B.1 to read as follows: "All loose items, inside and outside the car, must be removed. Hand held items, such as but not limited to, cameras and cell phones are considered loose items. Passenger's seat back and squab shall be secured. Any cameras, if installed, must be securely mounted to withstand loads from driving maneuvers. The camera may be installed either inside or on the outside of the car. In either case, its mounting method and position must not interfere with driving or pose an additional hazard to driver, passenger, or course workers."

SOLO STREET TOURING CATEGORY

- **The implementation date for the following previously-approved proposal is 1/1/2009:**

Remove 14.1.B, the allowance for removal of non-optional A/C components.

SOLO MODIFIED CATEGORY

- The previously-published change proposal regarding Rotax 494 RAVE engines in F Modified has been corrected by the MAC to read as follows:
 - Change Appendix A, Modified Class F, A.5, second sentence to read: "Add 50 pounds for AMW and Rotax 494 (RAVE or non-RAVE) and 493 engines."
 - Add new paragraph to Appendix A, Modified Class F, A.5: "Competitors using the Rotax 494 RAVE engine are required to use the 494 non-RAVE rotary valve: Rotax part #924509 or 924508, Ski Doo prefix 420, 147 degree designation that opens @ 135 degrees BTDC and closes @ 64 degrees ATDC in their engine. RAVE valves shall be blocked in the 'full open' position or left as delivered. No other alterations are permitted. 494 RAVE and non-RAVE parts may not be interchanged between the two engines unless specifically noted."

- The MAC has recommended the following rule change proposal, which is being published here for member review:

Delete current rule section 18.2, *Sports Racing Cars* and replace with:

18.2 SPORTS RACERS

Closed wheel vehicles are referred to as Sports Racers and are assigned to A, B, and C Modified classes. A Modified vehicles do not have to comply with any GCR, while B and C Modified vehicles must comply with the current year GCR. The competitor must indicate on his entry form to which set of specifications that the car is prepared.

Vehicles that qualify as Sports Racers are those listed in the GCR SRCS, dune buggies, and production based automobiles, whether or not from Appendix A.

Dune buggies and DM/EM cars are allowed in BM at ASR, CSR, and DSR engine and weight rules as long as they do not exceed the D/E Modified aero rule allowances and with the following noted specifics:

- A. Tire covering shall be as noted in the D/E Modified rules
- B. Minimum body width between front and rear tires does not have to extend to the mid plane of the rims.
- C. Suspension does not have to be covered when observed from above.
- D. The BM minimum wheelbase of 80" is not required

Any dune buggy, production, or non-production street car meeting all GCR SRCS rule requirements may alternately run in BM with full BM SR aero allowances.

The following applies to all Sports Racers in AM, BM, or CM:

1. Minimum track (front and rear) is 42 inches.
2. Minimum wheel diameter is 10 inches. No maximum wheel diameter. No minimum rim width. Maximum rim width is 15 inches.
3. All four wheels are sprung from the chassis.
4. Wing area shall be computed as described in Section 12.9."

MEMBER ITEMS NOT RECOMMENDED

- Formula Junior at Nationals (ref. 07-321)
- Anti-roll bars in Stock (ref. 07-304)
- Honda CRX ('84-'87) classing in Stock (ref. 07-266)
- BMW 323/325 (E46) classing in Stock (ref. 07-296)
- Panel modification for shock access (ref. 07-224)

ITEMS UNDER REVIEW

- Kart safety, Solo Trials events (KAC)

TECH BULLETINS

- 1) Stock: Per the SAC, change the current GS listing to: "New Beetle 1.8 Turbo" and add an HS listing that reads: "New Beetle (NOC)" (ref. 07-240)
- 2) Street Touring: Per the STAC, Street Touring competitors are reminded that ST requires all vehicle modifications to be emissions compliant as stated in 14.10.C, 14.10.D, and 14.10.E. All emissions system hardware and software must be operationally functional as originally intended by the manufacturer. Tampering with emissions system software and/or hardware to create or cloak non-compliance is not permitted. Some examples of emissions system tampering are O2 foolers, disabling or deactivating Check Engine Light (CEL) code indication, *backdating ECU internals from OBD2 to OBD1*, etc.
- 3) Street Touring: Per the STAC, the present ST rules wording regarding wings and spoilers only allows swapping like for like if the original device was not an OE option as configured by the factory i.e. a spoiler for a spoiler or a wing for a wing. If a vehicle is available without a wing or spoiler from the manufacturer then either can be installed.
- 4) Street Modified, Errors and Omissions: The displacement factor application for turbocharged or supercharged engines in SM, as appearing in Appendix A, should be to *add 1.4L* to the actual displacement.
- 5) Prepared, Errors and Omissions: Per the PAC, the displacement factor application for turbocharged or supercharged engines, XP, as appearing in Appendix A, should be to *multiply 1.4 times* the actual displacement.
- 6) Modified: Per the MAC, The 2007 Solo Rules section Modified Class F, C.(Solo V) on page 206, referencing GCR section 12.1.6, should be changed to reference the updated GCR section 9.1.1. This section's numbers should also be revised/re-numbered to reflect the deletion of GCR C.7 "Ballasting", which has been removed from this specific GCR section. The referenced numbers should now be: C.1, C.2, C.3, C.4, C.6, C.7, C.8, C.9, C.10, C.11, and C.12.

RALLYCROSS MEMO

RallyCross Board seeking candidates for RallyCross Divisional Stewards in Southwest Division and Central Division. Please forward a Rally resume and letter of intent to rxb@scca.com. Resumes accepted until August 30, 2007.

HALL OF FAME MEMO

The SCCA Hall of Fame Nomination Committee is accepting nominations for the 2008 Class of the SCCA Hall of Fame.

The purpose of the SCCA Hall of Fame is to preserve, protect and record the SCCA's accomplishments and history for current and future members, through recognizing those who have made a significant impact on the development of the Club. When it comes to Hall of Fame nominations, the candidate's impact on the Club is paramount. Whether it be contributions through a lifetime or one decision that altered the course of SCCA history, the Nominating Committee is in search of those members who have forever changed the face of SCCA.

Every year the Nomination Committee receives more than 100 nominations, from which 15 candidates are chosen. Nominees from the previous year carry over, but resubmitting can only improve one's chances. From the pool of 15, the Selection Committee chooses five distinguished individuals to induct into the Hall of Fame. In 2008, the five inductees will be recognized at the SCCA National Convention, held in San Antonio in February.

Nominations can be sent to Howard Duncan at hduncan@scca.com or Aimee Thoennes at athoennes@scca.com. The deadline for nominations is September 10th.

If you personally have an interest in preserving and honoring the SCCA heritage, can become a member of either committee. Up to six Club members sit on each Committee as well as a member of the SCCA National Office staff and the Club Archivist. There are no requirements to apply and members are rotated every three years. Interested parties can submit a letter and SCCA resume to Howard Duncan at the above email or by mail to P.O. Box 19400, Topeka, KS 66619.

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

SCCA National Championship Runoffs Presented by AT&T

Supplementary Regulations: http://www.scca.com/_FileLibrary/File/RunoffsSupps.pdf

Schedule: http://www.scca.com/_FileLibrary/File/2007Schedule.pdf

Entry Form: http://www.scca.com/_FileLibrary/File/2007EntryForm.pdf

Officials List: http://www.scca.com/_FileLibrary/File/2007RunoffsRaceOfficials.pdf

Volunteer Form: http://www.scca.com/_FileLibrary/File/2007VolunteerForm.pdf

Accredited Driver Licensing Schools: <http://www.scca.com/Club/index.asp?reference=schools>

North American Race Tracks: http://www.scca.com/_FileLibrary/File/07-fastrack-tracks.pdf

Forms: <http://www.scca.com/Club/index.asp?reference=clubforms>

Technical Forms: <http://www.scca.com/Club/index.asp?reference=techforms>

Scrutineer's Forms: <http://www.scca.com/Club/index.asp?reference=scrutineering>

Vehicle Homologation Forms: <http://www.scca.com/Club/index.asp?reference=homologation-forms>

General Competition Rules (GCR): <http://www.scca.com/Club/index.asp?reference=gcr>

SOLO

Tire Rack SCCA Solo National Championships Entry Form: http://www.scca.com/_FileLibrary/File/NationalsEntryForm.pdf

Forms: <http://www.scca.com/Solo/index.asp?reference=soloforms>

Rulebook: <http://www.scca.com/Solo/index.asp?reference=rules>

RALLY

Forms: <http://www.scca.com/Rally/index.asp?reference=rallyforms>

Rulebook: <http://www.scca.com/Rally/index.asp?reference=carsandrules>

EVENT CALENDAR: <http://www.scca.com/Event>