

## BOARD OF DIRECTORS MINUTES

**BOARD OF DIRECTORS' MINUTES | SPORTS CAR CLUB OF AMERICA, INC. | Nov. 5, 2007**

The Board of Directors, Sports Car Club of America, Inc. met via teleconference November 5, 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, Jeremy Thoennes, Technical Services Manager also participated.

**MOTION:** To approve the minutes of the October 1, 2007 meeting. (Porterfield/Sauce)  
**PASSED, Unanimous**

### PRESIDENTS REPORT

Jim Julow reported that the survey of Runoffs participants has been sent, results will be presented at the December meeting.

### FINANCE

Jeff Dahnert reported on the September financials, he continues to project a year end in the black.

### LIASON REPORTS

Rallycross – Howard Allen

The Rallycross championships, at Hastings, Nebraska was a success on all levels as this program continues to grow.

A minimum of changes in rules are due in 2008 as the RXB continues to keep the rule book as slim and simple as possible as a means to help grow the sport. At the championship a situation came-up and highlighted a need to expand the powers of the chief steward. This was handled by the board at the event as a “clarification.”

Pego will supply all the numbers for the year and chart the growth in our upcoming briefing book.

Road Rally – Howard Allen

With the 2008 rules set in place after the vote last month the RRB is currently sifting through resumes for vacancies and will act to fill those spots on the Wednesday night call this week.

The USRRC by all accounts was a success in Pittsburgh and the RRB is currently looking at some sites for the 2009 event.

Road Rally participants and events are up slightly over last year. Pego will supply all the numbers for the year and chart the growth in our upcoming briefing book.

Court of Appeals - Howard Allen

The COA right now is on the third draft of a “The Rules of Engagement” about the court. This is an overview to the process and the workings of the court and will be forwarded to you when done.

The chairman of the COA also took the opportunity to sit down with the planning committee at the Run-Offs to make sure both parties are on the same sheet of paper and working towards the same goals

So far this year the COA has done half of the cases that it has encountered in recent years. The court-has noted this reduced workload and credits it to better performance by the stewards and the SOM courts at the events.

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Only a few cases this year came to the court that were less than prepared and were returned to the first courts or chairman to be completed then heard.

The COA notified the executive steward in each case to make them aware of the situation.

On three occasions this year the court also returned cases to the first court for completion so the COA would NOT be in the position of acting like a first court.

All in all this court has had the best working relationship with the BOD and executive stewards in recent years and looks forward to 2008.

Foundation – Dent

The Street Survival program is experiencing continued success as the pilot programs are run. The Foundation is learning many valuable things to be incorporated in the overall program when it is rolled out at the Convention.

## OLD BUSINESS

**MOTION:** That the Board rescind approval of the Spec Miata Compliance fee. (Christian/Sheridan) PASSED Unanimous

## NEW BUSINESS

**MOTION:** To approve the following Executive Steward appointments for 2008. (Fairer/Porterfield) PASSED Unanimous

**Division 2008** Central Mike Engelke Midwest Norm Floyd Northern Pacific Gary Meeker Northeast Tom Hoffman Rocky Mountain Joseph Hobbs Southeast Rick Mitchell Southern Pacific Barb Knox Southwest Tom Brown Great Lakes Stephen Harris

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

GCR Items 1 thru 3 (Lybarger/Sauce) PASSED Unanimous.

GCR Item 4 (Dent/Porterfield) PASSED Voting NO, Holtz

GCR Items 5 thru 11 (Sauce/ Lybarger) PASSED Unanimous

FV item 1 (Sauce/Dent) PASSED Unanimous

IT Item 1 (Sauce/Dent) PASSED Voting NO Holtz

IT Item 2 & 3, Production Items 1 thru 3 (Sauce/Dent) PASSED Unanimous

AS Item 1 thru 5, SS Items 1 thru 4, Touring 1 thru 3 (Lybarger/Sauce) PASSED Unanimous

## 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.~~  
**(July 3-5 minutes, published August Fastrack)**

**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 CEAC14 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.

**(July 3-5 minutes, published August FasTrack, amended September 4 minutes, October FasTrack)**

**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.~~

**(July 3-5 minutes, published August Fastrack)**

**Item 4.** Effective 1/1/08: Change section 3.2.2.H.1 by deleting the section in its entirety and renumbering the subsequent sections.

~~One (1) per division.~~

**(September 4 minutes, published October Fastrack)**

**Item 5.** Effective 1/1/08: Change section 4.4.3.A as follows:

The applicant will receive the Novice Permit, with one photo attached. ~~At the time of issue, the applicant shall either purchase a current GCR or have one in his or her possession. The GCR may be purchased either from the region or SCCA (800) 770-2055. This Permit shall be presented at Driver School.~~

**(September 4 minutes, published October Fastrack)**

**Item 6.** Effective 1/1/08: Change section 5.8.1 as follows:

The Chief Starter *directs and manages the volunteers working the specialty, ensuring that directions given* ~~gives directions~~ to competing drivers by flag, hand, and body signals *are done so as prescribed by the GCR with respect to starting, suspending, and ending a race.*

**(September 4 minutes, published October Fastrack)**

**Item 7.** Effective 1/1/08: Change section 7.2.E as follows:

Fine (\$250). A fine of up to \$250 may be imposed. Fines shall be in whole dollar amounts only. ~~Outstanding fines (in excess of \$250) are appealable to the Board of Directors.~~

Effective 1/1/08: Change section 7.4.A.2 as follows:

~~\$250 or more~~

**(September 4 minutes, published October Fastrack)**

**Item 8.** Effective 1/1/08: Change section 8.4.5 with the following numbering and additional item:

- A. After considering all material it deems relevant, the Court of Appeals shall meet privately, reach its decision, and prepare a written opinion. It may decide that the penalty or other action of the SOMs or other body appealed from should be nullified, mitigated, affirmed, increased, or a different penalty imposed, but it shall not order a competition to be re-run. The Court of Appeals may order a rehearing by the original SOM committee at the Court's discretion.
- B. *At no time shall the Court of Appeals act as a first court.*
- C. Penalties imposed by the Court of Appeals shall incur automatic penalty points outlined in section 7.4.
- D. The Court may order the return or forfeiture of appeal fees or of stay bonds. The Court shall direct the disposition of protest fees and teardown bonds, if any, in those cases where the original Court's decision is nullified or otherwise changed.
- E. The Court's decision shall be final, binding and not subject to further appeals by any other party, either within the SCCA organization or outside the Club.

**(September 4 minutes, published October Fastrack)**

**Item 9.** Effective 1/1/08: Change the last sentence of section 8.4.6 and add to the end as follows:

Penalties involving time, disqualification, ~~suspension~~ or loss of points shall be made effective from the date of the conclusion of the event involved. *Penalties involving suspension shall be made effective from the date of the COA decision.*

**(September 4 minutes, published October Fastrack)**

**Item 10.** Effective 1/1/08: Change section 9.3.26.1.b as follows:

Fuel cells must be located within 12 inches of the standard tank ~~or alternate tank as shown in the PCS/GTCS~~. The 12-inch measurement is taken from the perimeter of the stock and alternative fuel cell. ~~Free~~ Fuel filler location is *unrestricted* within the bodywork ~~allowed~~ with installation of a safety fuel cell.

Effective 1/1/08: Add a new paragraph to section 9.3.26.3 to read as follows:

*Fuel filler necks, caps, or lids shall not protrude beyond the bodywork of the car.*

Effective 1/1/08: Make the following changes to section 9.1:

Delete section 9.1.1.A.1.a.8 and re-letter subsequent sections.

~~The fuel filler cap shall be recessed within the coach work line.~~

Delete the second sentence of the third paragraph of section 9.1.1.C.8

~~Fuel filler necks, caps, or lids shall not protrude beyond the bodywork of the car.~~

Delete the last paragraph of section 9.1.1.C.8:

~~Fuel filler necks, caps, or lids shall not protrude beyond the bodywork of the car.~~

Delete section 9.1.1.D.7.f and re-letter subsequent sections.

~~Fuel filler necks, caps, or lids shall not protrude beyond the bodywork of the car.~~

Delete section 9.1.1.D.12.C.4 and re-letter subsequent sections.

~~Fuel filler necks, caps, or lids shall not protrude beyond the bodywork of the car.~~

Delete section 9.1.1.G.1.D.2:

~~Fuel Filler Neck: Fuel filler necks, caps, or lids shall not protrude beyond the bodywork of the car.~~

Delete section 9.1.1.H.1.C.3 and re-letter subsequent sections.

~~Fuel filler necks, caps, or lids shall not protrude beyond the bodywork of the car.~~

Delete section 9.1.1.H.1.F.3 and re-letter subsequent sections.

~~Fuel Filler Neck: Fuel filler necks, caps, or lids shall not protrude beyond the bodywork of the car.~~

Delete section 9.1.9.A.1.d.3 as follows:

~~Fuel Filler Neck: Fuel filler necks, caps, or lids shall not protrude beyond the bodywork of the car.~~

**(September 4 minutes, published October Fastrack)**

**Item 11.** Effective 1/1/08: Change selected portions of section 9.3.18 as follows (omitted subsections remain unchanged)

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

- A three-inch seat belt or an FIA or SFI 16.5 certified two-inch seat belt.
- An approximately three-inch ~~strap over the shoulder type of~~ shoulder harness; or *FIA or SFI 16.5 certified two-inch shoulder harnesses only if the HANS® device is used by the driver. Should the driver, at anytime not utilize the HANS® device, then three-inch shoulder harnesses are required.*
- An approximately two-inch anti submarine strap

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

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

- A three-inch seat belt or an FIA or SFI 16.5 certified two-inch seat belt.
- An approximately three-inch ~~strap over the shoulder type of~~ shoulder harness; or *FIA or SFI 16.5 certified two-inch shoulder harnesses only if the HANS® device is used by the driver. Should the driver, at anytime not utilize the HANS® device, then three-inch shoulder harnesses are required.*
- *Two or three approximately two-inch leg or anti submarine straps* ~~The seven point system also has an approximately two (2) inch anti submarine strap.~~

C. ~~The material of all straps shall be Nylon or Dacron polyester and in new or perfect condition. The buckles shall be of metal to metal quick release type except in the case of leg straps of the six point or seven point systems where they attach to the seat~~

belt or shoulder harness straps.

H. All driver restraint systems shall meet one of the following: SFI specification 16.1, 16.5, ~~FIA specification 8853/1985 including amendment 1/92 or FIA specifications 8853/98 and 8854/98.~~

1. Restraint systems meeting SFI 16.1 or 16.5 shall bear a dated SFI Spec ~~16.1~~ label. The certification indicated by this label shall expire on December 31st of the 2nd year after the date of manufacture as indicated by the label. *If for example the manufacture date is 2006 the second year after the date of manufacture is 2008.*

~~2. Restraint systems complying with FIA specification 8853/1985 including amendment 1/92 shall be no more than five (5) years old. (Not all manufacturers are dating every belt in a set. They may be dating one of a pair of shoulder or lap belts or may only be dating one belt in an entire set. Scrutineers are reminded that restraint systems need only one date label.)~~

~~3. Restraint systems homologated to FIA specifications 8853/98 and 8854/98 will not have a date of manufacture label. Instead they will have a label containing the Manufacturer's Name, type of harness designation ('C-###.T/98 or D-###.T/98) and date of expiration which is the last day of the year marked. All straps in this FIA restraint system will have these labels. FIA restraint systems with the certification 'D-###.T/98' are equal to FIA specifications 8853/98 and 8854/98, and are therefore, acceptable restraint systems. FIA two inch seat belts with the certification 8853/98 are acceptable restraint systems when used in conjunction with their corresponding FIA shoulder harness and anti-submarine straps.~~

4. If a restraint system has more than one type of certification label, the label with the latest expiration may be used.

~~J. FIA certified 2 inch shoulder harnesses are allowed when the HANS® device is used by the driver. SFI 2 inch shoulder harnesses are not currently allowed. Should the driver, at anytime not utilize the HANS® device, then 3 inch shoulder harnesses are required. The replacement cycle for the 2 inch harnesses shall be per Section 9.3.18.H.~~

**(September 4 minutes, published October Fastrack)**

### Formula

**Item 1. (FV)** Add the following after the fifth sentence of section 9.1.1.C.5.21 (note section number is 9.1.1.C.5.23 in the rewrite) to read as follows: *The camshaft timing may also be changed in its relationship to the crankshaft by utilizing an adjustable cam gear that retains the existing helical gear thrust angle and that is statically adjustable only (e.g., no dynamic adjustment mechanisms that respond to engine speed changes).*

**(September 4 minutes, published October Fastrack)**

### 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.*

**(July 3-5 minutes, published August Fastrack)**

**Item 2.** Effective 1/1/08: Change section 9.1.3.D.7 as follows:

Rubber bump stops may be removed, *modified, or replaced*, but their chassis mounts, brackets, etc., may not be altered in any way.

**(September 4 minutes, published October Fastrack)**

**Item 3.** Effective 1/1/08: Reclassify the ITA 1983-4 Dodge Shelby Charger to ITB at 2,430 lbs.

**(September 4 minutes, published October Fastrack)**

### 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.

**(July 3-5 minutes, published August Fastrack)**

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

**(July 3-5 minutes, published August Fastrack)**

**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 pro-

- hibited 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 **stock** diameter or larger can be used, provided it attaches to the standard or permitted alternate **crankshaft** at the **stock** location. **Additional fasteners** can be used. The diameter of the **flywheel** includes the diameter of the **starter ring**. Cars that are permitted a specific alternate **transmission** on the **specification** line can use a **flywheel** of **stock diameter** or larger for that alternate **transmission**.
  5. **Clutch** assemblies, clutch linkage and release bearings are unrestricted. Carbon **clutch components** are prohibited.
- 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.
- 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.
- 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**/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, Spring retainers, lash Pads, valve keepers, seals** and adjustment shims are unrestricted.
  5. **Pushrods** are unrestricted. Rocker shafts when utilized in the same stock system can be replaced by an alternate shaft, and is unrestricted. **Valve rocker arms**, cam followers, rocker ratios and rocker/follower ratios must be stock.
  6. **Valve guide** material is unrestricted, but must have **stock** external dimensions.
  7. Where maximum valve lift is specified, valve lift is measured at the **valve** with zero lash or clearance.
- 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 **stock** diameter or larger can be used, provided it attaches to the standard or permitted alternate **crankshaft** at the **stock** location. **Additional fasteners** can be used. The diameter of the **flywheel** includes the diameter of the **starter ring**. Cars that are permitted a specific alternate **transmission** on the **specification** line can use a **flywheel** of **stock** diameter or larger for that alternate **transmission**.
  5. **Clutch** assemblies, clutch linkage and release bearings are unrestricted. Carbon **clutch components** are prohibited.
- 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.
- 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.
  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 dri-

ver'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** 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.
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 **center-lines** 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.

(July 3-5 minutes, published August FasTrack, amended August 7 minutes, September FasTrack)

### 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.*

(July 3-5 minutes, published August Fastrack)

**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.*

(July 3-5 minutes, published August Fastrack)

**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.*

(July 3-5 minutes, published August Fastrack)

**Item 4.** Effective 11/1/07: Change section 9.1.6.D.1.n as follows:

Any clutch disc and pressure plate of stock diameter may be used, ~~provided that they may be bolted directly to an unmodified stock flywheel.~~ Pressure plate/clutch cover assembly shall be ferrous only *and shall bolt in the original stock mounting location.* Balancing of the flywheel/clutch cover assembly/pressure plate is permitted. *Any flywheel of stock diameter and weighing a minimum of 15.0 lbs w. ring gear may be used.* ~~Lightening of the flywheel beyond the minimum material removal necessary to balance is prohibited. The addition of an external scattershield or explosion proof bellhousing per GCR 9.3.39., is required. SFI 1.1 or 1.2 spec flywheel and clutch are allowed as long as they meet the above specifications. The approval of flywheels and clutches meeting SFI specifications in no way modifies the requirements of this paragraph in the American Sedan Category Specifications (i.e. ferrous clutch pressure plate, steel flywheel of stock weight, etc.).~~ Aftermarket starters mounted in stock location are permitted.

(August 7 minutes, published September Fastrack)

**Item 5.** Effective 1/1/08: Change section 9.1.6.D.4.d.6 as follows:

Rubber bump stops may be removed, *modified, or replaced*, but their chassis mounts, brackets, etc., may not be altered in any way.

(September 4 minutes, published October Fastrack)

### Showroom Stock

**Item 1.** 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.

(July 3-5 minutes, published August Fastrack)

**Item 2.** Effective 11/1/07: Reclassify the SSB 2002-06 Nissan Sentra SER to SSC at 3,000 lbs.

(July 3-5 minutes, published August Fastrack)

**Item 3.** Effective 1/1/08: Add new section 10 to 9.1.7.D as follows:

*Steering lock mechanisms may be removed.*

(September 4 minutes, published October Fastrack)

**Item 4.** Effective 1/1/08: Add new section 11 to 9.1.7.D as follows:

*An electrical master switch may be installed.*

**(September 4 minutes, published October Fastrack)**

#### **Touring**

**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.

**(July 3-5 minutes, published August Fastrack)**

**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 1<sup>st</sup> 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.

**(July 3-5 minutes, published August Fastrack)**

**Item 3.** Effective 1/1/08: Add new section g to 9.1.10.D.10 as follows:

*An electrical master switch may be installed.*

**(September 4 minutes, published October Fastrack)**

**MOTION:** To adjourn. (Dent/Allen)

Respectfully submitted,

Jim Christian  
Secretary

# CLUB RACING BOARD MINUTES

CLUB RACING BOARD MINUTES | Nov. 3, 2007

The Club Racing Board met in Topeka Kansas on November 2-3, 2007. Participating in full or in part were Bob Dowie, Chairman; Chris Albin, Stan Clayton, Peter Keane, Russ McHugh and Craig Taylor. Also participating were Bob Lybarger, BoD Liaison; Terry Ozment, Vice President of Club Racing; Jeremy Thoennes, Technical Services Manager; and John Bauer, Technical Assistant Club Racing.

In addition to those items covered in Technical Bulletin 07-12, 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.

### Grand Touring

#### GT1

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

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

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

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

### Improved Touring

**Item 1.** Effective 1/1/09, change section 9.1.3.C by deleting the fifth paragraph as follows:

The Vehicle Identification Number (VIN) shall correspond with the automobile classified, and will determine the model and type for competition purposes. A minimum of two (2) VIN plates and/or stampings is required.

### Production

**Item 1.** Effective 11/1/08, reclassify the 90-93 Acura Integra to FP at a weight of 2235 lbs.

### American Sedan

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

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

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

1. Any aluminum replacement ~~dished or flat top (with valve relief's)~~ piston with three piston rings and a stock diameter piston pin may be used. See Section F – Engine Build Sheets for additional specifications
2. Piston rings are unrestricted.
3. Stock or alternate factory OEM connecting rods are permitted. Alternate factory OEM replacement rods shall be available from the vehicle manufacturer as direct replacement OEM-type substitutes. ~~Specifically approved aftermarket connecting rods are permitted.~~ See Section F – Engine Build Sheets for additional specifications.

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

#### **Chevrolet / Pontiac**

##### **GENERAL**

**Manufacturer:** General Motors Corp.

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

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

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

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

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

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

**Compression Ratio:** 10.30 Max.

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

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

**Block Casting #'s:** ~~14010201, 14010202, 14010203, 14010231, 14016381, 10164548, 11068561, 14088551, 14093627, 14094766, 14093627, 14094766, 10049047, 14102058, 14016383, 355909, 361079, 460776, 460777, 460778, 10243878~~ Any-General Motors or Ford produced ferrous block meeting other AS required specifications.

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

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

Ford: 2M, 2MA, 2MAB, 2MAC, 2MAD,

2MAE, E1AE-AA, E7AE-AA

**Notes:**

1. Any commercially available steel crankshaft which meets approved stroke, journal diameters and other specified dimensions and requirements is permitted. The minimum weight for any steel crankshaft shall be ~~48#~~ 38 lbs.
2. Crankshaft casting seam flash may be deburred.
3. Steel main bearing caps may be fitted provided no other modifications are made to any approved part or specified dimension.

**BLOCK**

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

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

GM: 9.0070-9.0430"

Ford: 8.1880-8.2240"

**Bore Spacing:**

GM: 4.4000"

Ford: 4.3800"

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

**Options:**

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

**CONNECTING RODS**

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

**Pin Fit:** Floating or Interference Fit

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

**Material:** Forged Steel / Cast Iron (No Billet)

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

**Options:**

1. Wrist pin oiling holes may be added.

**CAMSHAFT**

**Drive Type:** Single or Dual-row chain

**Lifter Type:** Solid, flat-tappet

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

**Options:**

1. Camshaft thrust button may be installed

**CRANKSHAFT**

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

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

**Options:**

1. Crankshaft casting seam flash may be deburred.

**PISTON**

**Material:** Aluminum (Cast or Forged)

**Ring Configuration:** 3 rings, above pin

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

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

**Options:**

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

**CYLINDER HEADS**

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

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

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

**Exhaust Valve Size:** ~~1.4950-1.5000"~~ Max: 1.50"

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

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

**416 casting:** 168.00cc IN / 60.00cc EX

**Options:**

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

**Notes:**

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

**MISCELLANEOUS**

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

**Ford / Mercury**

**GENERAL**

**Manufacturer:** Ford Motor Company

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



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

**No. of Cylinders:** V 8

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

**Stroke:** 2.9950-3.0000"

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

**Compression Ratio:** 10:30 Max.

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

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

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

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

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

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

**Notes:**

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

**BLOCK**

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

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

**Bore Spacing:** 4.3800"

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

**Options:**

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

**CONNECTING RODS**

**Big End Bore:** 2.2390-2.2398"

**Pin Fit:** Floating or Interference Fit

**Center to Center:** 5.0885-5.0915"

**Material:** Forged Steel / Cast Iron (No Billet)

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

**Options:**

1. Wrist pin oiling holes may be added.

**CAMSHAFT**

**Drive Type:** Single or Dual row chain

**Lifter Type:** Solid, flat tappet

**Lifter Dia:** .8740" nominal

**CRANKSHAFT**

**Main Journal Dia (Range):** 2.2182-2.2490"

**Red Journal Dia (Range):** 2.0928-2.1236"

**Options:**

1. Crankshaft casting seam flash may be deburred.

**PISTON**

**Material:** Aluminum (Cast or Forged)

**Ring Configuration:** 3 rings, above pin

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

**Pin Diameter:** .912" nominal

**Options:**

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

**CYLINDER HEADS**

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

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

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

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

**Valve Stem Diameter:** (Refer to Drawing 2)

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

**Options:**

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

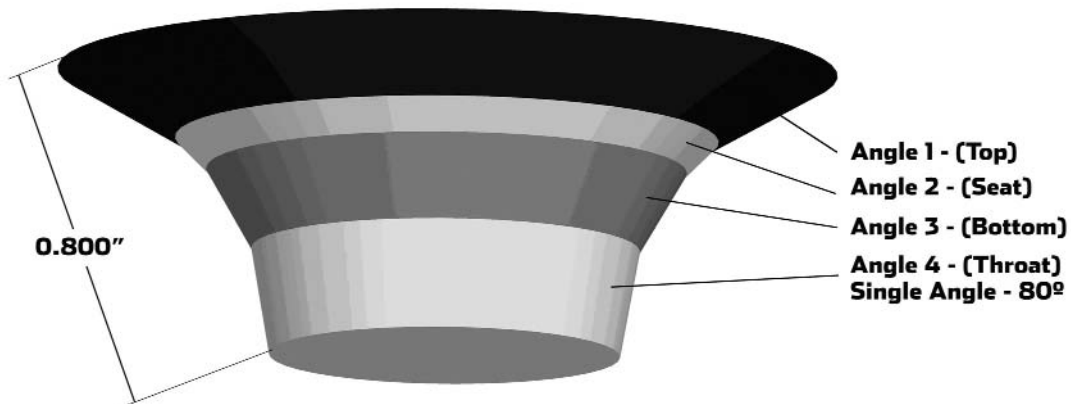
**Notes:**

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

**MISCELLANEOUS**

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

**FIGURE 1**



AS	Wheel-base (inch)	Gear		Gear		Gear		Brakes (Max) (mm)	Weight (lbs)	Notes:
		Ratios (Std.)	Ratios (alt.)	Ratios (alt.)	Ratios (alt.)					
<b>Camaro &amp; Firebird (82-92)</b>	101	3.42, 2.28, 1.45, 1.00	2.95, 1.94, 1.34, 1.00, 0.73	3.35, 1.93, 1.29, 1.00, 0.61	12.2 x 1.25	3280*	Dana 44 axle permitted. Harwood fiberglass hood (P/N 12100) is permitted.			
					Disc	3380	* Weight w/ block casting #'s: 14010201, 14010202, 14010203, 14010231, 14016381, 10164548, 11068561, 14088551, 14093627, 14094766, 14093627, 14094766, 10049047, 14102058, 14016383, 355909, 361979, 460776, 460777, 460778, 10243878.			
						Over 313 Cubic inch Displacement 3580	Engine built to A/S Build Sheet specifications with the following:			
							Head Casting #'s: 14101081, 14014416			
							Port Volume (Max.): 081 casting: 170.00 cc in/ 65.00 EX; 416 Casting 168.00cc IN /60.00 EX c			
<b>Camaro &amp; Firebird (93-02)</b>	101.1	2.95, 1.94, 1.34, 1.00, 0.73	2.95, 1.94, 1.34, 1.00, 0.73	3.35, 1.93, 1.29, 1.00, 0.61	12.2 x 1.25	3280*	Dana 44 axle permitted. Alt Hood: American Sports Car Design, Inc. (Part # S-400) w/rear opening closed. Right side wiper mechanism may be removed and underside of cowl may be modified to facilitate carb installation. P/S bracket may be modified or replaced			
					Disc	3380	* Weight w/ block casting #'s: 14010201, 14010202, 14010203, 14010231, 14016381, 10164548, 11068561, 14088551, 14093627, 14094766, 14093627, 14094766, 10049047, 14102058, 14016383, 355909, 361979, 460776, 460777, 460778, 10243878.			
						Over 313 Cubic inch Displacement 3580	Engine built to A/S Build Sheet specifications with the following:			
							Head Casting #'s: 14101081, 14014416			
							Port Volume (Max.): 081 casting: 170.00 cc in/ 65.00 EX; 416 Casting 168.00cc IN /60.00 EX c			

<b>Mustang</b> Incl. Cobra & Cobra R (79-93)	100.4	3.07, 1.72, 1.00, 0.70	2.95, 1.94, 1.34, 1.00, 0.63	3.35, 1.99, 1.33, 1.00, 0.68	12.2 x 1.25	3180	Permitted: Rear disc brake kit (M-2300-C) and/or 5-lug kit (M-2300-F).
					Disc	Over 313 Cubic inch Displacement 3580	Engine built to A/S Build Sheet specifications with the following:
							Head Casting #'s: F3ZE-AA (GT40), F1ZE-AA (GT-40), F77E-AA (GT-40P) Port Volume (Max.): 143.00cc IN/ 54.00cc EX (GT-40 & GT-40P)
							Cobra R hood (F5ZV-16612-AA) is permitted with rear opening closed off. Hydro boost braking system is not permitted. Any 1994, and up, Mustang vacuum assisted braking system shall be used.
<b>Mustang</b> Incl. Cobra thru 95 (94-98)	101.3	2.95, 1.94, 1.34, 1.00, 0.63	3.35, 1.99, 1.33, 1.00, 0.68	3.35, 1.99, 1.33, 1.00, 0.68	12.2 x 1.25	3380	Engine built to A/S Build Sheet specifications with the following:
					Disc	Over 313 Cubic inch Displacement 3580	Head Casting #'s: F3ZE-AA (GT40), F1ZE-AA (GT-40), F77E-AA (GT-40P) Port Volume (Max.): 143.00cc IN/ 54.00cc EX (GT-40 & GT-40P)
							Cobra R bodywork and independent rear suspension not permitted. '94-'95 Mustang K-member may be used to facilitate installation of 302 engine. Under no circumstances is the '99-'00 K-member to be modified. Hydro boost braking system is not permitted. Any
							Engine built to A/S Build Sheet specifications with the following:
<b>Mustang</b> Incl. Cobra (99-02)	101.3	2.95, 1.94, 1.34, 1.00, 0.63	3.35, 1.99, 1.33, 1.00, 0.68	3.35, 1.99, 1.33, 1.00, 0.68	12.2 x 1.25	3380	Head Casting #'s: F3ZE-AA (GT40), F1ZE-AA (GT-40), F77E-AA (GT-40P) Port Volume (Max.): 143.00cc IN/ 54.00cc EX (GT-40 & GT-40P)
					Disc	Over 313 Cubic inch Displacement 3580	Engine built to A/S Build Sheet specifications with the following:
							Head Casting #'s: F3ZE-AA (GT40), F1ZE-AA (GT-40), F77E-AA (GT-40P) Port Volume (Max.): 143.00cc IN/ 54.00cc EX (GT-40 & GT-40P)
							Engine/transmission installation procedure as provided by SCCA Club Racing shall be utilized.
<b>Mustang</b> GT (2005)	107.1	3.38, 2.00, 1.32, 1.00, .675	2.95, 1.94, 1.34, 1.00, 0.63	3.35, 1.99, 1.33, 1.00, 0.68	12.2 x 1.25	3380	Engine built to A/S Build Sheet specifications with the following:
					Disc	Over 313 Cubic inch Displacement 3580	Head Casting #'s: F3ZE-AA (GT40), F1ZE-AA (GT-40), F77E-AA (GT-40P) Port Volume (Max.): 143.00cc IN/ 54.00cc EX (GT-40 & GT-40P)
							Engine built to A/S Build Sheet specifications with the following:
							Head Casting #'s: F3ZE-AA (GT40), F1ZE-AA (GT-40), F77E-AA (GT-40P) Port Volume (Max.): 143.00cc IN/ 54.00cc EX (GT-40 & GT-40P)

<b>Capri</b>	100.4	3.07, 1.72, 1.00, 0.70	2.95, 1.94, 1.34, 1.00, 0.63	3.35, 1.99, 1.33, 1.00, 0.68	12.2 x 1.25	3180	Permitted: Rear disc brake kit (M-2300-C) and/or 5-lug kit (M-2300-F).
<b>(79-86)</b>					Disc	Over 313 Cubic inch Displacement 3580	Engine built to A/S Build Sheet specifications with the following:  Head Casting #'s: F3ZE-AA (GT40), F1ZE-AA (GT-40), F77E-AA (GT-40P) Port Volume (Max.): 143.00cc IN/ 54.00cc EX (GT-40 & GT-40P)
<b>GT0</b>	109.8	2.95, 1.94, 1.34, 1.00, 0.73	3.35, 1.93, 1.29, 1.00, 0.61		12.2 x 1.25	3480	Engine/Transmission installation procedure as provided by SCCA Club Racing shall be utilized (TBD). Production IRS allowed w/ a maximum camber of -0.5° at static ride height.
<b>(04-06)</b>					Disc	Over 313 Cubic inch Displacement 3680	Engine built to A/S Build Sheet specifications with the following:  Head Casting #'s: 14101081, 14014416 Port Volume (Max.): 081 casting: 170.00 cc in/ 65.00 EX; 416 Casting 168.00cc IN /60.00 EX c

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

*The steering column shall not be modified in any way other than to improve its impact energy absorbing characteristics. A collapsible type steering column is strongly recommended. ~~Steering knuckle flexible coupling may be replaced with steel universal joint.~~*

### Showroom Stock

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

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

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

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

### Spec Miata

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

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

**Item 2.** Effective 2/1/08, change the second paragraph on section 9.1.8.C.4.b to read as follows:

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

### Touring

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

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

## **MEMBER ADVISORIES**

### Showroom Stock and Touring

**Item 1.** SS – The CRB has proposed allowing suspension packages for the Showroom Stock classes beginning in 2008. Packages may be 1) manufactures' options, 2) manufacturers' specified, or 3) competitor specified if there are no manufacturer components. In all cases the packages must be commercially available. The following is a list of items that will be considered:

- Sway bars – fixed, non-adjustable
- Shocks – non-adjustable
- Springs
- Limited Slip Differential – applicable to SSB only
- Camber – up to negative 2 degrees with an alternate suspension package
- Accusump

If multiple components are approved in a package the package may be used in part or in its entirety. Packages must be submitted to the SCCA Technical Services Department prior to their approval. For the 2008 season, all packages must be finalized by March 1, starting with the 2009 season all packages must be approved no later than December 31 for the subsequent competition season.

Updating and backdating of OE components will remain prohibited in the SS classes however updating of approved alternate suspension components will be allowed across a single specification line.

**Item 2.** SS/T – The CRB and advisory committee are working together to reevaluate the classifications in SS and T to address the continuing evolution of the class. Topics include turbo inlet restrictors for all turbo cars as a method for limited their performance potential. We are also exploring a formulaic approach to car classifications.

### Spec Miata

**Item 1.** The CRB is soliciting input from the Spec Miata community in whether or not they would like to continue with a spec tire beyond the 2008 season.

**Item 2.** The SM advisory committee is considering specifying a maximum track width for all cars of 1440mm front and 1450mm rear. Input on such a change is sought from the SM community.

### American Sedan

**Item 1.** The American Sedan advisory committee has been working on the category rules to clean up errors and clarify existing sections. The following is a revised rule package that will be published in the 2008 GCR. Rule changes that have been approved by the Board of Directors are included in this rewrite, items not have approved have been omitted.

These specifications are part of the SCCA GCR and all automobiles shall conform with GCR Section 9.

#### A. PURPOSE

The American Sedan (AS) class is intended to provide the membership with the opportunity to compete in V-8 powered automobiles, suitable for racing competition. To that end, cars will be those offered for sale in the United States. They will be prepared to manufacturer's specifications except for modifications and alternate specifications permitted by these rules. The Club may alter or adjust certain specifications to equate competitive potential.

#### B. INTENT

It is the intent of these rules to ~~allow restrict~~ modifications to those useful and necessary to construct a safe, *more reliable*, competition automobile. Other than those items specifically allowed by these rules, no component or part normally found on a stock example of a given vehicle shall be disabled, altered, or removed for the purpose of obtaining any competitive advantage. Cars need not be eligible for state licensure or registration.

#### C. SPECIFICATIONS

1. To maintain the restricted basis of American Sedan, updating and/or backdating of components is only permitted within cars of the same make/model and listed on a single American Sedan Specification line. Any updated/backdated components shall be substituted as a complete assembly. No interchange of parts between assemblies is permitted, and all parts of an assembly shall be as originally produced for that assembly. No permitted or alternate component or modification shall additionally perform a prohibited function.

~~2. To establish the originality and configuration of the vehicle, each driver/entrant shall have a factory shop manual for the specific make, model, and year of the automobile. This manual shall be presented when so requested at any technical inspection.~~

2. Cars are classified by make, model and engine displacement (see Section E.1., "Car Classification").

3. The SCCA shall specify the minimum weight for each classified car, as qualified or raced, with driver. Ballast is permitted.

#### D. AUTHORIZED MODIFICATIONS

The following modifications are authorized on all American Sedan Category cars. Modifications shall not be made unless specifically authorized herein. No permitted or alternate component or modification shall additionally perform a prohibited function.

##### 1. Engine (additional specs., see Section F – Engine Build Sheets)

###### a. Induction System

Cars shall compete in American Sedan using the following method of induction.

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

2. Only the approved carburetor (Holley #4776, 600cfm 4bll), optional insulator (Holley #108-12), and manifold (Edlebrock Performer RPM #7101-General Motors / #7121-Ford/Mercury) shall be fitted to cars.

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

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

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

b. Any fuel pump(s), *fuel pressure regulators*, or filters may be used ~~and Pump(s)~~ may be relocated, but shall not be located in the driver/passenger compartment. If a mechanical pump is replaced, a blanking plate may be used to cover the original mounting location. Fuel line(s) may be replaced, relocated, and given additional protection. If the relocated line(s) passes through the driver/passenger compartment, it/they shall be metal or metal braided, and shall be securely fastened.

- c. An open-sided, closed-top air cleaner assembly with a filter element having a maximum diameter of 14 inches and a maximum height of 3 inches is required. Filter element material is unrestricted. Velocity stacks, ram air, cowl induction, shrouding or ducting of air to the air cleaner or carburetor are not permitted.
- d. Exhaust emission control air pumps, associated lines, nozzles, and other electrical/mechanical emission devices may be removed. If such items are not removed, they shall not be modified in any way. If EGR devices/nozzles are removed from a cylinder head or manifold, any holes remaining shall be completely plugged.
1. Catalytic converter(s) may be removed.
- e. Replacement exhaust manifolds, or "headers," may be used. Cylinder head mounting flange(s) shall be no thicker than 0.375 inch, and tubing diameter shall be no greater than 1.625 inch O.D., measured at any tube location one (1) inch from the flange to the collector. No exhaust pipe(s) shall pass over the engine, bellhousing, or transmission.
1. Exhaust shall exit behind the driver, and shall be directed away from the car body. A suitable exhaust muffling system may be necessary to meet sound control requirements.
- f. Any ignition system which utilizes the distributor for spark timing and distribution is permitted. Any distributor that requires no modification to the engine may be fitted. Internal distributor components and distributor cap may be substituted.
1. Crank fire ignition systems are prohibited.
  2. Any spark plugs, single coil, and ignition wires may be used. Ignition timing is unrestricted.
  3. Any battery of the same type, size, and voltage as the original may be used. The battery may be relocated as per GCR section 9.3.9. Additional battery hold down devices may be used, and are strongly recommended.
- g. The camshaft may be replaced with a unit of any origin meeting specified maximum lift (see Section F – Engine Build Sheets), measured at the valve with zero lash. Mandatory solid lifters meeting the requirements of Section g.2., below, shall be used.
1. Cam timing, *timing* chains, gears, ~~belts~~, *woodruff keys*, *dowel pins*, and sprockets are unrestricted ~~provided they are of the same type, quantity, and dimensions as originally fitted~~. Double row chains may be substituted for single row chains.
  2. ~~Any offset key and/or dowel/bushing may be used with the original or alternate cam gear to adjust cam timing. Such timing is unrestricted.~~
  2. Valve lifters shall be of the solid (flat tappet) type only. Roller, hydraulic, or "mushroom" lifters are prohibited. Section F – Engine Build Sheets for additional specifications.
  3. Valve springs are unrestricted except that they shall be made of steel. Heads may be machined to accommodate any valve spring. Valve spring retainers and keepers are unrestricted.
  4. Rocker arms may be replaced with any individual rocker arm. Shaft mounted rocker arms are prohibited unless fitted as standard. Valve train stud girdles are allowed.
  5. Pushrods may be replaced with any pushrods of steel (ferrous) material. ~~Aluminum, titanium, and non metal pushrods are prohibited, except where fitted as standard.~~ Pushrod guide plates may be installed.
- h. Oil pans, pan baffles, scrapers, windage trays, oil pickups, lines, and filters are unrestricted. Main cap girdles may be fitted. ~~Windage trays may be fitted to the main cap girdles or directly to the main caps.~~ A pressure accumulator/"Accusump" may be fitted. The location of the filter and accumulator are unrestricted, but they shall be securely mounted within the bodywork. All oil lines that pass into or through the driver/passenger compartment shall be metal or metal braided hose. ~~Dry sump systems are prohibited unless fitted as standard equipment.~~ Engine oil and oil additives are unrestricted.
- i. Oil catch tanks are permitted. All engine breathers or vapor recirculation lines, if disconnected, shall vent to a catch tank of one (1) quart minimum capacity. Such catch tanks shall not be mounted in the driver/passenger compartment. ~~Original valve cover(s) may be modified to alter or to add breather/filler. Alternate v~~ Valve covers are unrestricted. ~~may be fitted.~~
- j. Engines may be bored to a maximum of .040" over standard bore size. Engine block shall be cast iron as produced by the manufacturer for the specified displacement of the cars classified but shall not be restricted to the models or years listed. See Section F – Engine Build Sheets for additional specifications
1. Any aluminum replacement dished or flat-top (with valve relief's) piston with three piston rings and a stock diameter piston pin may be used. See Section F – Engine Build Sheets for additional specifications
  2. Piston rings are unrestricted.
  3. Stock or alternate factory OEM connecting rods are permitted. Alternate factory OEM replacement rods shall be available from the vehicle manufacturer as direct replacement OEM-type substitutes. Specifically approved aftermarket connecting rods are permitted. See Section F – Engine Build Sheets for additional specifications.



k. Balancing and “blueprinting” of the engine assembly are permitted. Lightening of parts beyond the minimum material removal necessary to balance is prohibited. An alternate, commercially available, vibration dampener may be fitted.

l. Cylinder head to intake/exhaust manifold port matching is permitted. No material shall be removed from the cylinder head(s) further than one (1) inch in from the manifold to cylinder head mounting face(s). External dimensions of the cylinder head or intake/exhaust manifold shall not be reduced to facilitate internal porting. Any modification of the cylinder head beyond that permitted in Section D.1.1., (below) and Section F. (Engine Build Sheets) is prohibited. See Section F – Engine Build Sheets for additional specifications.

Valve guide material is unrestricted.

Milling of the cylinder head to increase compression ratio is permitted. ~~Compression ratio shall be no greater than listed in Section F – Engine Build Sheets.~~

Any or all valve seats may be replaced. Valve seat material ~~is unrestricted except that it~~ must be ferrous.

m. Solid, one-piece steel or stainless steel (no titanium/titanium alloy) intake and/or exhaust valves are permitted. Valve and valve seat specifications shall comply with Section F – Engine Build Sheets, Drawing 1 & 2.

n. Any clutch disc and pressure plate of stock diameter may be used. ~~provided that they may be bolted directly to an unmodified stock flywheel.~~ Pressure plate/clutch cover assembly shall be ferrous only and shall bolt in the original location. Balancing of the flywheel/clutch/pressure plate assembly is permitted. ~~Any flywheel of stock diameter and weighing a minimum of 15.0 lbs w/ ring gear may be used. The addition of an external scattershield or explosion proof bellhousing per GCR 9.3.39., is required.~~ SFI 1.1 or 1.2 spec flywheel and clutch are allowed as long as they meet the above specifications. ~~The approval of flywheels and clutches meeting SFI specifications in no way modifies the requirements of this paragraph in the American Sedan Category Specifications (i.e. ferrous clutch pressure plate, steel flywheel of stock weight, etc.).~~ Aftermarket starters mounted in stock location are permitted.

o. Hardware items (nuts, bolts, etc.) may be replaced with similar items performing the same fastening function(s). Engine gaskets are unrestricted. Engine drive belts and pulleys may be replaced with any non-tooth drive belt and appropriate pulleys. *Power steering and alternator brackets may be modified or replaced with similar items performing the same mounting function. Alternate polyurethane motor mounts are permitted.*

p. All engine components not otherwise listed in these rules shall meet factory specifications for stock parts. Where factory specifications are absent or unclear, the Club may establish an acceptable dimension and/or allowable tolerance from stock.

## 2. Engine Cooling System

a. Any radiator may be used, provided it can be mounted in the original location and requires no body or ~~structure chassis~~ modifications to install. Catch and/or expansion tanks may be added or substituted. Engine coolant fluid, coolant/heater hoses and clamps may be substituted. Heater hoses may be plugged. Heater water control valve(s) may be added or substituted. The entire heater assembly may be removed. This includes all hoses, lines, ducts, coils and controls. Any resulting holes in the firewall must be plugged or covered.

b. *Engine and power steering* oil cooler(s) may be added or substituted. Location within the ~~bodywork~~ chassis is free, provided that it/they are not mounted within the driver/passenger compartment.

c. Cooling fans may be removed or replaced. Electrically operated fans with manual or automatic actuation may be fitted.

d. Thermostats may be modified, removed, or replaced with blanking sleeves or restrictors.

e. Air conditioning systems may be removed in whole or in part.

f. Screens of 1/4 inch minimum mesh may be mounted in front of the radiator and/or oil cooler(s) and contained within the bodywork.

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

## 3. Transmission/Final Drive

a. Any final drive ratio is permitted provided it fits the stock differential housing without modification to the housing.

b. Any limited slip or locked differential is permitted.

c. No alteration to the stock transmission gear ratios is allowed.

d. Hardware items (nuts, bolts, etc.) may be replaced by similar items performing the same fastening function(s). Driveshaft may be modified to fit alternate differentials. Factory driveshafts may be replaced with any one-piece driveshaft of steel or aluminum construction. Minimum driveshaft diameter shall be no smaller than stock.

e. Driveshaft loops are recommended.

f. Any conventional H-pattern, non-sequential shifter may be used.

g. Ford 9” rear axle is permitted in all cars. Center section shall be of ferrous material.

- h. C-clip eliminators are permitted.
- i. Full floater axles are permitted.
- j. *Alternate polyurethane transmission mounts are permitted.*
- k. Richmond "Super T-10 Race Ready" transmissions (GM - R0141640, Ford R0241640) may be used, but the "CC" ratios must be installed – 2.88, 1.91, 1.33, 1.00. An alternate bellhousing may be used to facilitate installation. TEX "Super T-10 Race Ready" transmission may be used with the "CC" gear ratios (2.88, 1.91, 1.33, 1.00). The magnesium case and tail shaft are allowed. *Dog-ring gear engagement is prohibited.*
- l. Tremec 3550TKO, 3550, or TKO500 with the following ratios (3.27, 1.98, 1.34, 1.00, 0.68). Ford applications are permitted to change the input bearing retainer as needed to accommodate fitment in any AS classed Ford chassis. No other modifications are allowed. Any bellhousing meeting applicable AS rules may be used. Any pilot bearing may be used.  
  
GM applications are allowed to change the input shaft and bearing retainer as needed to accommodate fitment in any AS classed GM chassis. Transmission cases may be machined to permit torque arm mounting and GM bolt patterns for mounting in GM applications only. No other modifications are allowed. Any bellhousing meeting the AS rules may be used.
- m. When alternate transmissions are installed, transmission crossmembers must be modified to insure that engine location is kept in its original location and to facilitate installation of the transmission.
- n. Concentric hydraulic clutch release bearings may be used.
- o. Aftermarket or modified rear differential covers are allowed.

#### 4. Suspension

##### a. Ride Height

Minimum ride height is five (5) inches, to be measured at the lowest point of the rocker panel, but not to include welded seams or fasteners.

##### b. Springs and Shock Absorbers

1. Springs of any origin may be used, provided they are of the same number and type as originally fitted (~~i.e., coil, leaf, torsion bar~~), and that they may be installed in the original location ~~using the original system of attachment~~.
2. Any shock absorbers may be used, provided they attach to the original mounting points. The number of shock absorbers shall be the same as stock. Remote reservoir shock absorbers are permitted. The location of the reservoir is unrestricted. No shock absorber may be capable of adjustment while the car is in motion.
3. Strut equipped cars may substitute struts and/or may use any insert. On cars where the strut assembly also serves to locate a spring, the lower spring seat ride height location may be altered from stock. Spacers, including threaded units with adjustable spring seats, may be used.
4. Spacers, including threaded units with adjustable spring seats (weight jacks), may be used with coil springs. If spacers are used, they shall be located on and shall be permanently attached to existing chassis or suspension structure, but shall not serve as a reinforcement to that structure. Material may be removed from the upper or lower spring seat to facilitate installation of the spacers. Material may be removed from the chassis, but not the bodywork, to facilitate adjustment of the spacers.
5. ~~Shackles or spacers (lowering blocks) may be used to adjust leaf spring ride height. Spacers may be used between leaf springs and the point(s) of attachment to the axle housing.~~
5. Limiting straps to preclude a spring from becoming dislodged are permitted.

##### c. Suspension Control

1. Any anti-roll bar(s), traction bar(s), panhard rod or watts linkage may be added or substituted, provided its/their installation serves no other purpose. The mounts for these devices may be welded or bolted to the structure of the vehicle. No suspension control mount or component shall be located in the trunk or driver/passenger compartment unless installed by the manufacturer as original equipment.

##### d. Suspension Mounting Points

1. Cars equipped with strut suspension may decamber wheels by the use of eccentric bushings at control arm pivot points, by the use of eccentric bushings at the strut-to-bearing-carrier joint, and/or by use of slotted adjusting plates at the top mounting point. If slotted plates are used, they shall be located on existing chassis structure ~~and shall not serve as a reinforcement for that structure~~. Material may be added or removed from the top of the strut tower to facilitate installation of adjuster plate.
2. On other forms of suspension, camber adjustments may be achieved by the use of shims and/or eccentric bushings. Rear camber shall be no more than 1/2 degree negative per side.
3. All forms of suspension may adjust caster by means of shims or eccentric bushings. Additionally, MacPherson strut

equipped cars may adjust caster at the upper strut mounting point/plate.

4. One (1) stayrod may be fitted between the upper front strut/shock towers. One (1) stay rod may be fitted between each front strut/shock tower and the firewall, but no stayrod shall attach to any other front chassis, body, or engine location unless fitted as standard equipment.

5. Bushing material is unrestricted except that control arm to spindle ball joints must be stock or equivalent replacement. *Ball joint may be welded or positively attached.* Original unmodified control arms must be retained. Pins, keys, or weldment may be used to prevent the rotation of alternate bushings, but may serve no other purpose than that of retaining the bushing in the desired position.

6. Rubber bump stops may be removed, *modified, or replaced*, but their chassis mounts, brackets, etc., shall not be altered in any way.

7. Pick-up points on the rear axle housing may be relocated. The removal and / or replacement of the rear suspension torque arm on GM F-body cars and the upper arm on Ford Mustangs is allowed.

8. Hardware items (nuts, bolts, etc.) may be replaced by similar items performing the same fastening function(s).

9. The use of offset steering rack bushings is permitted. Offset tie rod ends for bump steer correction are allowed. Spindles may be machined so that tapered tie-rod end bolts can be replaced with straight bolts.

## 5. Brakes

a. Brake pads, brake linings, and brake fluid are unrestricted.

b. Backing plates and dirt shields may be ventilated or removed. Air ducts may be fitted to the brakes, provided that they extend in a forward direction only, and that no changes are made in the body/structure for their use. Brake drums shall not be modified other than for truing within manufacturer's specifications.

c. Any hub/rotor may be used within the following limitations:

1. One piece front or rear hub with rotor may be replaced with separate hub, rotor hat, and rotor.

2. Hubs shall be of ferrous material or aluminum.

3. Rotor hat shall be of ferrous material or aluminum and may be part of the hub or rotor.

4. Rotor shall be of ferrous material, vented. Rotor shall be the same diameter and thickness as the standard or alternate listed on the specification line for the vehicle.

d. Rear caliper mounting brackets may be substituted.

e. Brake lines may be replaced with steel lines or Teflon lined metal braided hoses. Lines/hoses may be relocated and may be given additional protection. Brake fittings, adapters, and connectors are unrestricted. Brake system circuitry may be revised. *The original master cylinder may be replaced by an OEM or equivalent master cylinder of the same specifications. No modification of its location or mounting is permitted.*

f. Brake proportioning valves may be used provided that they are of the inline, pressure limiting type.

g. Parking brakes, mechanisms, and actuating components may be removed.

h. The Club may permit alternate brake system components. Any such component shall be specifically authorized on the specification line for that vehicle.

i. Front calipers: Any aluminum bodied caliper using four (4) or fewer pistons and using one (1) brake line per caliper as listed on the specification line for that vehicle is allowed.

1. Front spindles may be modified to facilitate mounting of alternate brake calipers. Spindle modifications shall serve no other purpose.

2. Alternate calipers shall be mounted in the factory location.

j. Rear calipers: *Any ferrous or aluminum caliper using four or fewer pistons and using one brake line per caliper.*

## 6. Wheels/Tires

a. Any wheel/tire may be used within the following limitations:

1. Cars may fit any wheel sixteen (16) inches in diameter or smaller. Maximum wheel width is eight (8) inches. Knockoff/quickchange type wheels are prohibited.

2. Only DOT-approved tires are permitted. Racing, recapped, or regrooved tires are not allowed. Tire size is unrestricted.

3. Track may be changed to accommodate larger tires, provided that there is safe tire/fender/chassis clearance under all conditions of steer, bump, and rebound. Wheel spacers are permitted.

4. Tire tread (that portion of the tire that contacts the ground) shall not protrude beyond the fender opening when

viewed from the top perpendicular to the ground.

5. Any wheel stud, bolt, and/or nut is permitted.

## 7. Body/Structure

a. Fenders and wheel openings shall remain unmodified. It is permitted to roll under or flatten any interior lip on the wheel opening for tire clearance. Cars with plastic/composite fenders may remove any interior wheel opening lip, but the resulting material edge shall be no thinner than the basic fender material thickness. Non-metallic inner fender liners may be removed, *replaced, or altered*. Engine compartment and door rubber seals *may be removed*. ~~are considered insulation for the purposes of removal.~~

b. A front spoiler/air dam is permitted. It shall not protrude beyond the overall outline of the body when viewed from above perpendicular to the ground. The spoiler/air dam shall be mounted to the body, and shall extend no higher than four (4) inches above the horizontal centerline of the front wheel hubs. It shall not cover the normal grille opening(s) at the front of the car. Openings are permitted for the purposes of ducting air to the brakes, coolers, and radiator. Front parking light assemblies may be removed for ducting of air ~~to brakes~~. *Headlight 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.* Rear spoilers or wings shall be as originally fitted or as specifically authorized on the classification line for that vehicle.

c. No body component, including the spoiler/air dam, shall be lower than the lowest part of the wheel rims. OEM (factory) radiator baffle is permitted and may extend below the lowest part of the wheel rims only if installed in the stock location.

d. Hood and trunk pins, clips, or positive action external latches are permitted. Stock hood and trunk latches may be disabled or removed; if so, some positive action external fastening method shall be used.

e. Sunroofs (original or aftermarket) may be retained if bolted in. T-tops are prohibited.

f. All chassis/structural/~~electrical~~ repair, if performed, shall be in concurrence with factory procedures, specifications, and dimensions. Unless specifically authorized by the manufacturer for repair or allowed by these rules, no reinforcement, i.e., seam welding, material addition, etc., is permitted.

g. Body repair shall be performed using every reasonable effort to maintain stock body contours, lips, etc.. Any body repair modification having as its purpose increased clearance is prohibited. In those circumstances where stock trim/molding pieces are unavailable through all normal replacement channels, proof of such unavailability shall be provided by the competitor.

h. *Under hood bracing on stock hoods may be modified or removed. The external profile of the hood shall remain stock.*

## 8. Driver/Passenger Compartment - Trunk

a. The driver's seat (only) shall be replaced with a one-piece bucket-type race seat. Factory seat tracks/brackets may be modified, reinforced, and/or removed to facilitate replacement mountings provided they perform no other function. All other seats may be removed.

b. Any steering wheel except wood rimmed types may be used. Any shift knob may be used.

c. Gauges and instruments *are unrestricted. The instrument panel may be modified or replaced.*

d. Any interior or exterior mirrors may be used.

e. Rear seat back, rear seat bottom cushion(s), sun visors, seat belts and their attaching hardware and bracketry may be removed. In those automobiles where the rear seat back provides the only solid bulkhead between the driver/passenger compartment and an exposed stock gas tank, a metal bulkhead completely filling the exposed seat back opening shall be installed.

f. In those automobiles where rear seat back removal does not expose the stock gas tank directly to the driver/ passenger compartment, a metal (only) bulkhead is optional.

g. Complete removal of interior panels is allowed. Other than to provide for the installation of required safety equipment or other authorized modifications, no other driver/passenger compartment alterations or gutting are permitted.

h. Any removable covers used to cover spare tires, tools, bins, etc., may be removed along with attaching hardware and bracketry. Carpets, mats, and their insulating or attaching materials may be removed from the floor and recesses of the cargo/trunk/spare tire area. Door and rear hatch weather-stripping may be removed or replaced provided the modification serves no other purpose.

i. Dead pedal/foot rest and heel stop may be added.

j. Removal of wiring associated with a component which may be removed by these rules is permitted. All non-essential wiring, *switches, gauges, horns, flashers, relays, and lights* may be removed. Existing wiring may be substituted.

k. Modifications may be made to the foot pedals to improve the comfort of and control accessibility to the driver.

l. Frame or subframe shall be stock for body used. The front and rear subframes may be tied together (front to rear, without crossing the centerline of the chassis) with subframe connectors consisting of curved or straight steel tubing (round, square, or rectangular section) with a maximum wall thickness of 0.125". These connectors may be bolted or welded to the subframes. These connectors may extend under the floor or may extend through the floor with the floor completely welded to this member.

m. Windshield defrosters are allowed as long as they serve no other purpose. *Windshield wipers, motors, arms, and brackets may be removed or replaced.*

## **9. Safety**

a. Original door hinges, safety intrusion beam, and remainder of door structure shall be retained. Doors may be pinned, not bolted, for safety. All door glass and winding mechanisms may be removed.

b. Steering lock mechanisms and airbags/ passive restraint systems shall be removed.

c. Fuel cells are mandatory. Cell size is not restricted. It shall be located within twelve (12) inches of the original fuel tank location. Additional reinforcement may be added to support the fuel cell, but such reinforcement shall not attach to the roll cage. Floor pan may be modified for installation.

d. OEM light assemblies (i.e. fog lamps, driving lights, etc.) mounted on or below (but not in) the bumper shall be removed. Resulting holes may be used for the purpose of ducting air to the brakes, cooler and or radiator as permitted in D.7.b.

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

## **E. CAR CLASSIFICATION**

No automatic transmissions, turbochargers/ superchargers, or convertibles are permitted in American Sedan. Cars are classified by body style and engine displacement. All components and/or assemblies utilized, except for engine block, shall originate on a vehicle of the body style and displacement classified or be authorized on the car's specification line. NOTE: For competition in American Sedan 1993+ Chevrolet Camaros and Pontiac Firebirds shall be prepared to 1982-1992 Chevrolet Camaro and Pontiac Firebird engine and transmission specifications per current American Sedan Category Specifications. *Ford Mustangs shall be prepared to the 79-93 Mustang engine and transmission specifications per the current American Sedan Category Specifications.*

## **F. ENGINE BUILD SHEETS**

See the proposed rule changes in this set of minutes.

## **G. MEASUREMENT STANDARDS**

Measurement standards shall be as specified in Appendix C. with the following exceptions: Wheelbase has a tolerance of + 2"/- 1".

## **NEW CAR CLASSIFICATIONS**

GTL - Austin-Healey Sprite & MG Midget

ITA - Triumph TR6 (69-76)

FP - BMW 1600

FP - Chevrolet Chevette

FP - MGA Coupe & Roadster

FP - Nissan/Datsun PL510

FP - Nissan/Datsun SPL 311/311-U

FP - Suzuki Swift GT & GTi

FP - Toyota Corolla

FP - Volkswagen Rabbit 1457/1471

FP - Volkswagen Rabbit 1588

FP - Volkswagen Scirocco 1457/1471

FP - Volkswagen Scirocco 1588

HP - Fiat 124 Spider

HP - Fiat X-1/9 & Bertone

HP - Ford Escort / Mercury Lynx (81-84)

HP - Ford EXP (81-84)

HP – Honda CRX/Si (84-87)  
HP – Honda Civic/Si (84-87)  
HP – Honda CRX 1.5 (88-91)  
HP – Honda Civic 1.5 (88-91)  
HP – Honda Civic 1237cc  
HP – Mazda GLC (FWD)  
HP – MGB & MGB-GT  
HP – Mini Cooper (02-05)  
HP – Nissan 210 1.4 & B-210 1.4  
HP – Porsche 914-4 1.8L  
HP – Volkswagen Rabbit 1715 (81-84)  
HP – Volkswagen Rabbit GTI 1780 (83-84)  
HP – Scirocco 1457/1471  
HP – Volkswagen Scirocco 1715 (81-84)  
HP – Volkswagen Scirocco 1780 (83-88)  
HP – Volkswagen Jetta 1780 (85-91)  
HP – Volkswagen Golf (GTI, GT, GL)  
SSB – Mazda6 06-07 model years  
T3 – Mazda6 06-07 model years  
T3 – Mini Cooper S (2007)  
ST – Lotus Sport Exige Cup 225

### **REFERRED or TABLED**

#### **Production**

1. Allow an alternate carburetor orientation in the prod rewrite (Johnson). Tabled for further review by the advisory committee.

#### **Showroom Stock**

1. SSB – Reclassify the Chrysler Crossfire to SSB (Lipperini). Tabled for further research.
2. SSC – Allow the Toyota Corolla an accusump (Peele). Tabled for identification of the specific components being requested.

#### **Touring**

1. Allow an alternate radiator for the Mitsubishi Lancer Evolution (Moses). Tabled for input from the advisory committee.
2. Reduce the weight of the Lotus Elise/Exige, approve the supercharged version (Zabinski). Tabled for input from the advisory committee.

### **NOT RECOMMENDED**

#### **GCR**

1. Prohibit F500 from being grouped with SRF (McAbee). While the CRB does not recommend such groupings, we can not control time and entrant constraints that sometimes make these groups necessary.
2. Prohibit FV/F500 from being grouped with FF (Schatz). While the CRB does not recommend such groupings, we can not control time and entrant constraints that sometimes make these groups necessary.
3. Add language to the GCR referencing the specialty manuals (Gomberg). The Specialty manuals are intended to describe operational practices and procedures in concordance with the rules of the GCR.

#### **Grand Touring**

1. GT2-L – Allow OE-type rear suspension without a weight penalty (Burke). The rule is appropriate as written.
2. GT2 – Classify the former ASA cars (Phillips). The cars exceed the performance parameters of the GT2 class. We have classified the LS1 engine in GT1, see TB 07-12 in this FasTrack for details.

3. GT2 – Re-evaluate the spoiler needs for the class (Connor). We will continue to monitor the balance of the GT2 field.
4. GTL – Classify the Nissan KA24 engine (Jackson). The engine exceeds the displacement parameters of the class.

### **Production**

1. Allow rear wings (Davis). Past member input has not supported this change as it is not consistent with the production philosophy.
2. Classify the 8-valve Saab 900 as a full prep F-Production car (Walters). We are no longer classifying new full prep cars.
3. Make the brake rules less restrictive (Lee). This is not consistent with the class philosophy.
4. Prohibit adjustments to the fuel injection system from the driver compartment (Wessel). This matter was discussed at length and the decision reached that since any adjustments made by the driver could also be made in the programming of the fuel injection system, prohibiting driver adjustment is unnecessary.
5. EP – Allow the Plymouth Arrow a 350 or 500 CFM carburetor (Lee). We would like to monitor the results of the car before making an adjustment.
6. HP – Allow a Zenith Stromberg CD-175 Carb for the Spitfire 1500 (Cypher). The results of the recent changes will be monitored.

### **Showroom Stock**

1. Allow the removal of the vent window to provide fresh air to the driver (Manning). The rule is appropriate as written.
2. Allow additional camber for FWD cars (Aquilante). The alignment for the category is based on the adjustment limits and spec provided in the service manual. See the proposed rule changes in this set of minutes.
3. Allow SS cars to utilize alternate wheel studs (Tippens). The rule is appropriate as written.
4. Allow open sway bars (Daniels). “Open” components are not consistent with the class philosophy. See the recommended items in this set of minutes.
5. SSB – Add 300 lbs to the Toyota Celica (various 3 letters). The weight is appropriate for the class.
6. SSB – Allow the 06 Mazda MX-5 to update to the 07 specs (Ocuto). Updating and backdating are not allowed in Showroom Stock; please see the recommended rule changes in this set of minutes.
7. SSB – Slow the Pontiac Solstice (Urso). The advisory committee is evaluating the performance of all the cars currently campaigning in SSB.
8. SSB – Slow the 07 MX-5 (Urso). On objective specifications of HP and Torque/Weight/Footprint, the car is competitive as classified. One race event at a track such as Roebing Road, which favors balanced rear-drive cars such as the MX-5 and the Solstice, is not a sufficient sample size on which to make any type of an informed decision on changing the MX-5’s presently classified specifications.
9. SSB – Allow the John Cooper Works kit for the Mini Cooper S (Urso). It is against the philosophy of the class to adopt discrete parts of a manufacturer’s option package. The complete JCW Mini is classified in T3. See the recommended rule changes published in this set of minutes.
10. SSC – Review the performance potential of the Mazda3 (Aquilante). The specs are appropriate.
11. SSC – Add a restrictor and weight to the Toyota Corolla XRS (Myers). The specs as appropriate as listed.
12. SSC – Reduce the weight of the Honda Civic Si by 25 lbs (Jones). The car is competitive as specified.

### **Spec Miata**

1. Allow the removal of the door guts without a door bar intrusion into the door cavity (Cutler). The rule is appropriate as written.

### **Touring**

1. T1 – Allow the Corvette C5 to remove the passenger side seat, emergency/parking brake, and reduce the weight to 3240 lbs (Ingle). The car is classified appropriately.
2. T2 – Reduce the weight of the BMW 335CI to 3500 lbs and allow an alternate suspension package (Brecht). The car fits the performance parameters of the class.
3. T2 – Allow the Lotus Elise/Exige open springs if no weight is removed (Zabinski). “Open” parts are not consistent with the Touring philosophy.
4. T3 – Remove 50 lbs from the Subaru WRX TR (Wannarka). We wish to monitor the results of the recent changes to the car’s specs.

## **PREVIOUSLY ADDRESSED**

*Addressed in Technical Bulletin 07-09 or the September FasTrack:*

GCR – Review the angle of rear main hoop cage braces and the location of the shock towers (Lacy).

IT – Publish the weight process (Miskoe).

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

IT – Allow jacking points (Miskoe).

## **NO ACTION REQUIRED**

### **GCR**

1. Opposition to 14 year old drivers (Mercurio). Thank you for your input.
2. Input on in division and out of division races (Crisenbery). Thank you for your input.

### **Formula**

1. Support for adjustable cam gears in FV (various 9 letters). Thank you for your input.
2. Opposition to adjustable cam gears in FV (various 7 letters). Thanks you for your input.
3. Support for creating a regional only class for Formula First (various 44 letters). Thank you for your input.
4. Opposition to creating a regional only class for Formula First (various 3 letters). Thank you for your input.
5. Clarify the front impact attenuator requirement for F500 (Wassersleben). The rule is appropriate as written.

### **Grand Touring**

1. Merge GT and Production (Zekert). Thank you for your input, we will consider specific car classifications per the rules for the two categories.
2. Input on adding GT3 cars to GTL (Floyd). Thank you for your input.

### **Improved Touring**

1. Support for open ECU and wiring harnesses (various 4 letters). Thank you for your input.
2. Opposition to open ECU and wiring harnesses (Wire/Cavedoni). Thank you for your input.
3. Support for the reclassification of the 83-84 Charger from ITA to ITB (Frye/Hoffman). Thank you for your input.
4. Opposition to the reclassification of the 83-84 Charger from ITA to ITB (Ward). Thank you for your input.

### **Production**

1. Classify IT cars in Production (Floyd). Thank you for your input, we will consider specific car classifications as requested and upon completion of the VT S sheets.
2. Allow the O2A transmission for the limited prep Golf (Schaafsma). The proposed rewrite will be amended to allow a flywheel diameter larger than stock.
3. Combine GP and HP (various 4 letters). Thank you for your input. The committee has classified the current GP cars in either FP or HP; see this month's technical bulletin for specs.
4. Include stainless steel in your definition of ferrous (Maples). The proposed rewrite will be amended to clarify that the term ferrous does include stainless steel.
5. Allow unrestricted diameter followers (Lavine). Such a change is not consistent with the class philosophy.
6. Structure the production classes such that there is a logical progression from IT (Cypher). Thank you for your input. The committee is looking closely at this concept and particularly at making sure that IT cars that are being campaigned are also classified in Production.
7. Opposition to the proposed roll cage rules (Weber). Thank you for your input.
8. Input on the proposed production rule rewrite (various 7 letters). Thank you for your input. The issue posed by these letters is which option of the spindle/strut rule should be adopted. After an extended discussion it was decided that the more restrictive version of the rule would be brought forward.
9. FP – Proposed specs for the Datsun 510 (Bouquillon). Thank you for your input.
10. FP – Proposed specs for the Datsun 311 (Wessel). Thank you for your input.



### **American Sedan**

1. Input on the proposed AS rule changes (James/Schepergerdes). Thank you for your input.
2. Opposition to the removal of headlights (Ricker). Thank you for your input.
3. Support for the removal of non-essential wiring (Johnson). Thank you for your input.
4. Support for alternate motor mounts (Johnson). Thank you for your input.
5. Support for the proposed brake changes (Johnson). Thank you for your input.
6. Support for alternate water pumps (Johnson). Thank you for your input.
7. Support for removing the headlights (Johnson). Thank you for your input.
8. Support for removing the wipers, wiper motor, arms, brackets, etc. (Johnson). Thank you for your input.
9. Support for the alternate clutch/flywheel proposal (Johnson). Thank you for your input.
10. Opposition to the alternate clutch/flywheel proposal (James). Thank you for your input.
11. Support for 350/351 crate engines (Martin). Thank you for your input.
12. Allow the drivers to review the engine rules (Post). The proposal was published in the July FasTrack.

### **Showroom Stock**

1. Input on the parity of the Solstice and MX-5 (various 3 letters). Thank you for your input.

### **Touring**

1. T2 – Allow the Honda S2000 an alternate radiator, brake duct kit, and differential cooler (Costello). We will consider the request upon receipt of the parts per TCS section 9.1.10.C.7.
2. T2 – Lotus Elise/Exige input (Brand). Thank you for your input.
3. T2 – Allow the Lotus Elise/Exige an accusump (Lipperini). We will consider the request upon receipt of the parts per TCS section 9.1.10.C.7.
4. T3 – Allow the T3 Ford Mustang an accusump, transmission cooler, and oil cooler (Lowe). We will consider the request upon receipt of the parts per TCS section 9.1.10.C.7.
5. T3 – Allow the DSG gearbox for the Volkswagen GTI (Istook). The gearbox will be included in the classification for 2008.

### **Spec Miata**

1. Clarify the rules related to lug nut thread engagement and define a wheel spacer (Walker). Thank you for your input. We are exploring a track specification for the SM class.
2. Class equalization input (Zimmerman). Thank you for your input.
3. Adopt a sealed engine program (Wegner). Thank you for your input.
4. Create a separate class for the 99 Miata, do not lower the weight of 1.6L cars, do not allow the early cars to be updated (Ryals). Thank you for your input.
5. Publish clear and explicit engine rebuild sheets (Ryals). This is a component of the Spec Miata compliance fee.

### **RESUMES**

GT – Jim Goughary. Thank you for your interest. Your resume will be kept on file.

# CLUB RACING TECHNICAL BULLETIN

CLUB RACING BOARD MINUTES | Nov. 3, 2007

**DATE:** November 2-3, 2007

**NUMBER:** TB 07-12

**FROM:** Club Racing Board

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

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

All changes are effective 12/1/07 unless otherwise noted.

## GCR

1. Correct section 3.5.1.H, p. 12, by changing to read as follows: The names of the Chief Steward and the *Chairman* SOM.
2. Correct section 3.7.5.E, p. 15, by changing to read as follows: ~~Advertised~~ Non-spectator Club Races are considered private events.
3. Clarify section 3.9.2, p. 17, by adding to the section as follows: *This event shall be considered a National Championship Event per GCR section 3.1.1.*
4. Correct section 8.1.2, p. 61, by changing the section reference at the end of the paragraph as follows: 5.12.2.G.
5. Clarify the first sentence of section 5.8.3, p. 37, by changing to read as follows: The starter shall control the competing drivers by conveying to them the orders of the Chief Steward ~~during the practice and during competitions until the competitions are concluded. During this period cars are "under the starter's orders".~~
6. Correct the first sentence of section 6.2.2.G, p. 50, to read as follows: Upon determining that the approaching field is at a constant slow speed, well bunched and in line, and close enough that *the majority* ~~all~~ drivers can see the flag, the Starter shall...
7. Correct section 9.4.2.B, p. 90, by adding to the second to last sentence as follows: The telescoping section shall be at least eight (8) inches in length *except for the door bars which shall be a minimum of four (4) inches in length.*

Note: this was inadvertently deleted in a 2005 rule change related to SS/IT door bars.

8. Appendix B. Technical Glossary, add the following definitions:
  - **Tender Spring:** A spring used to capture the spring with the perches at full droop and are completely compressed when the car is at static ride height. Static ride height shall be determined with driver seated in the normal driving position.
  - **Air Throttle/Throttle Body:** The component which allows the driver to regulate the volume of air passing into a fuel injection induction system.
  - **Sub-frame/Cross Member:** A component attached to the frame or structure of a car in order to augment its strength while at the same time serving as a platform for mounting suspension and drive train components.
  - **Alloy:** A homogeneous mixture of two or more elements, at least one of which is a metal, and where the resulting material has metallic properties.
  - **Ferrous:** An alloy containing iron.
  - **Metal:** An element that forms metallic bonds between its atoms, is usually shiny, is usually ductile and malleable, usually has a high melting point, is usually hard, and conducts electricity and heat well.
  - **Stock:** In the exact same state or location as supplied by the original manufacturer.
  - **Suspension:** A mechanical system of components controlling vertical motion and connecting the axle housing and wheels to the chassis of a car.
  - **Steering:** The mechanical system of components that allow a wheel to be turned side to side to follow the desired course of its driver.
  - **Addition:** To introduce a component not present in the cars stock state, or attachment to an existing component.
  - **Modify/Modification:** To change a component from stock.
  - **Substitution:** To remove a component and replace it with another.
  - **Removal:** To take off a component.
  - **Valance:** Bodywork welded or bolted to the cars body/structure, at the front or rear of a car, normally but not always located behind and/or below the bumper.
  - **Brake rotor hat:** The integral part of a brake rotor or a separate component that locates and provides attachment for the brake rotor to the hub.
  - **Orientation:** Alignment relative to its major axis.

## Formula

### FA

1. Clarify section 9.1.1.A.3.c, p. 159, by changing to read as follows: *All gear changes shall be initiated by the driver. Mechanical gear shifters, direct-acting electric solenoid shifters, air-shifters and similar devices are permitted. Electronically controlled differentials and devices that allow pre-selected gear changes are prohibited.*

### FC

1. Add to the first sentence of section 9.1.1.B.1.c.4.B, p. 172, to read as follows: Standard Ford gasket, *Fel-Pro #8361PT*, or Ferrea part number G50100 may be used.

FF

1. Correct section 9.1.1.D.2.d, p. 194, by changing selected portions to read as follows:

Maximum Size at head face:

	Original	Updated
Engine		
Cyl. 1 & 4:	1.48" x 1.28"	<del>1.24"</del> 1.340"
Cyl. 2 & 3:	1.25"	<del>1.25"</del> 1.340"

Maximum size at carburetor flange: ~~3.060" x 1.389"~~ See Figure 1

Max. length: 3.80"

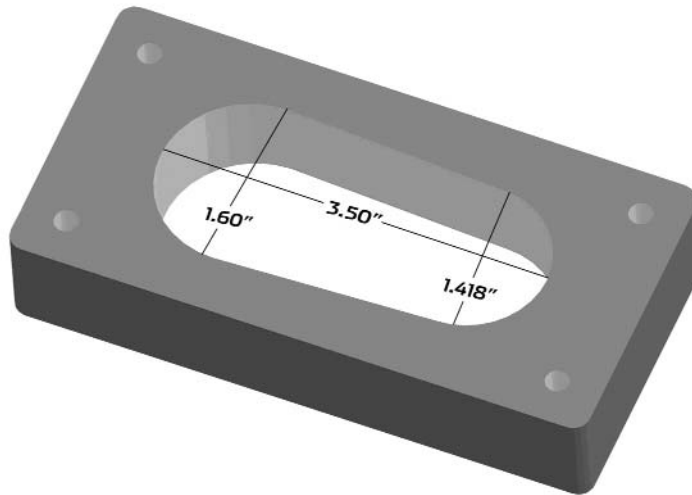
~~Primary choke end radius: .709"~~

~~Secondary choke end radius: .787"~~

The carburetor face of the inlet manifold may be machined to the horizontal to compensate for fore/aft tilt of the carburetor.

~~The diameter of the ports on the updated engine may exceed the above listed dimensions if the casting bore is untouched and in its original state.~~

FIGURE 1



Grand Touring

GT1

1. Section 9.1.2.D.8.a.3.A, p. 234, clarify the second sentence to read as follows: The fender flares shall completely cover the *highest point* of the tires, and may extend into the doors and bumpers.
2. Section 9.1.2.E.1.c, p. 243-244, add to the notes for General Motors as follows: LS1 V8 allowed with stock plastic intake manifold @ 2680 lbs.
3. Section 9.1.2.E.1.c, p. 244, Corvette C6 (bodywork only) (05-), add to the listing as follows: *Front and rear diffuser included in ACP kit shall not be utilized – undertray must comply with GT1 rules.*
4. Section 9.1.2.E.1.c, p. 245, change the weight of the Mazda 13B engine to read as follows: 1770.
5. Section 9.1.2.E.1.c, p. 245, Porsche 911 Cup 3.8 RSR, add to the specs as follows: May use fuel per the IT specs of GCR section 9.3.25.
6. Section 9.1.2.E.1.c, p. 245, Porsche GT3 R/RS (00-02), add to the specs as follows: May use fuel per the IT specs of GCR section 9.3.25.

GT2-L

1. Clarify section 9.1.2.F.4.b.9, p. 249, to read as follows: Fenders may be flared for tire clearance, provided their shape and opening contour, in the horizontal projection, is similar and proportional to the original opening ~~and does not obscure the view of tire.~~ Rear doors on 4-door automobiles may be considered part of the fender for purposes of fender flaring. The tire shall not extend beyond the fender openings at the highest point of the tire. ~~Tires and wheels shall remain completely inside the body.~~ The rear fender flares on GT-2 cars may extend forward into the door, no more than 26 inches from the rear axle centerline (GT-2 only). Wheel opening location may be altered in accordance with the allowable wheelbase tolerance in order to maintain vehicle's stock appearance. Ventilation openings, other than those which are standard production on the recognized model, are prohibited.
2. Clarify section 9.1.2.F.4.b.13.C, p. 251, to read as follows: Mounting: Spoilers shall be strong enough to be self supporting. A mounting flange no greater than one and one half (1-1/2) inches wide, contiguous with the bodywork, (either forward facing on the top surface of the bodywork or downward facing on the rear surface of the bodywork) shall be employed. ~~No other forward facing sheet metal supports are allowed.~~ Supplemental *forward* bracing may be added in the form of two (2) rods (~~maximum diameter one quarter inch~~), mounted at least ten (10) inches inboard from the ends of the spoiler. ~~Small~~ Rear supports may be added.

GT2

1. Nissan 240-SX / S13, p. 262, add to the specs as follows: Engine Type: 4 Cyl DOHC, Bore x Stroke(mm): 89.0 x 96.0, Displ.(cc): 2389, Head Type: Alum, Crossflow, Valves/Cyl.: 4, Carburetion: 37mm SIR, Weight(lbs): 2080, Notes: Hood bulge permitted with no openings.

Note: This will be addressed for all Nissan bodywork in the revised spec lines published in the 2008 GCR.

2. Pontiac Sunfire GT (Cavalier Z-24), p. 263, correct the 2210cc bore to read as follows: 88.9. Add to the specs as follows: Bore x Stroke(mm): 86.0 x 94.6, Displ.(cc): 2198, Carburetion: 2198cc: 37mm SIR, Weight(lbs): 2198 @ 1950.

### GT3

1. Engines – Mazda, revised in TB 07-03, change the 13B spec line to read as follows: Fuel Induction: Street Port: unrestricted, Bridge/Peripheral Port: 37mm SIR.
2. Engines – Mazda, revised in TB 07-03, change the Renesis spec line to read as follows: Fuel Induction: Street Port: unrestricted, Bridge/Peripheral Port: 37mm SIR.

### GTL

1. Classify the Austin-Healey Sprite and MG Midget in GTL.  
Add new spec lines to GTCS p. 278, Model: Sprite Mk I, II, III, IV and Midget Mk I, II, III, IV and 1500, Body Style: 2dr, Driveline: RWD, Wheelbase(in): 80.0, Engine Type: 4 Cyl OHV, Bore x Stroke(mm): 62.992 x 76.2, 64.516 x 83.82, Displ.(cc): 948, 1098, Head Type: Iron, Non-crossflow, Valves/Cyl: 2, Fuel Induction: unrestricted, Weight(lbs): 948@1210, 1098@1380, Notes: RWD add 50 lbs.
2. Engines – Mazda, p. 284, add to the specs as follows: Engine Family: 12A, Engine Type: Street Port, Displ. (cc): 2292, Fuel Induction: 27mm SIR, Weight(lbs): 1950, Notes: Engine setback from the front spindle centerline to the front spark plug is 4.5”.
3. Cars – Volkswagen, p. 303, add to the 70-77 1600 Bug, Model: Super Beetle.
4. Engines – Volkswagen, p. 303, add new spec lines as follows: Model: air cooled, Engine Type: OHV, Bore x Stroke(mm): 90.0 x 66.0, 93.0 x 66.0, Displ.(cc): 1679, 1795, Head Type: Alum, Crossflow, Valves/Cyl: 2, Fuel Induction: 25mm SIR, Weight(lbs): 1679@1900, 1795@1950, Notes: Alt. Heads: #043-101-375-H.

### Improved Touring

#### ITR

1. Toyota Celica GTS (00-02), p. 309, correct the specs to read as follows: Wheel Dia.(in): 15.

#### ITA

1. Classify the 69-76 Triumph TR6 in ITA.  
Add new spec line to ITCS, p. 321, Triumph TR6 (69-76), Engine Type: 6 Cyl OHV, Bore x Stroke(mm): 74.7 x 95.0, Displ.(cc): 2498, Valves IN & EX(mm): (I)36.83 (E)32.00, Comp. Ratio: 8.5, Wheelbase(in): 88.0, Wheel Dia.(in): 15, Gear Ratios: 3.14, 2.01, 1.33, 1.00, Brakes Std.(mm): (F)273 Disc (R)228.6 Drum, Weight(lbs): 2060.

### Production

#### FP

1. Acura Integra 1600 (86-89), p. 400-401, change the specs to read as follows: Weight(lbs): 1940 \*1989 \*\*2037.
2. Acura Integra LS (95-01), p. 400-401, change the specs to read as follows: Weight(lbs): 2235 \*2291 \*\*2347
3. Classify the BMW 1600.  
Add new spec line to PCS, p. 400-401, BMW 1600, Weight(lbs): 1990, Engine Type: 4 Cyl SOHC, Bore x Stroke(mm): 84.0 x 71.0, Displ.(cc): 1573, Block Mat'l: Iron, Head Mat'l: Alum, Valves IN & EX(mm): (I)42.0 (E)35.0, Carb. No. & Type: (1) 40 DCN, DCNF, IDF w/ 36mm choke(s), (1) 32/36 DGV/DGAV, (2) 40 DCOE side draft carbs w/ 36mm choke(s), Wheelbase(in): 98.4, Track (F/R)(in): 57.3 / 57.3, Wheels(max): 15 x 7, Trans. Speeds: 4, Brakes Std.(in): (F)10.1 Disc (R)9.1 x 1.6 Drum, Notes: Factory 2bbl intake manifold from EP BMW 2002 is permitted.
4. BMW 320i (E21) (80-83), p. 400-401, change the specs to read as follows: Weight(lbs): 2060 \*2112 \*\*2163.
5. BMW 318i (E30) (84-85), p. 402-403, change the specs to read as follows: Weight(lbs): 2060 \*2112 \*\*2163.
6. Classify the Chevrolet Chevette 1.6.  
Add new spec line to PCS, p. 402-403, Chevrolet Chevette 1.6, Weight(lbs): 1950, Engine Type: 4 Cyl SOHC, Bore x Stroke(mm): 82.0 x 75.7, Displ.(cc): 1598, Block Mat'l: Iron, Head Mat'l: Iron, Valves IN & EX(mm): (I)39.1 (E)32.1, Carb. No. & Type: (2) auto type side draft w/ 36mm choke(s) on I.R. manifold, Wheelbase(in): 94.3, Track (F/R)(in): 55.75 / 55.75, Wheels(max): 15 x 7, Trans. Speeds: 4 or 5, Brakes Std.(in): (F)9.68 Disc (R)7.88 Drum.
7. Honda Civic Si (88-91), p. 406-407, change the specs to read as follows: Weight(lbs): 1900 \*1948 \*\*1995.
8. Honda CRX Si (88-91), change the specs to read as follows: Weight(lbs): 1900 \*1948 \*\*1995.
9. Mercury Capri 1.6L (91-94), p. 408-409, change the specs to read as follows: Weight(lbs): 1950 \*1999 \*\*2048.
10. Classify the MGA 1500 / 1600 / 1622 Coupe & Roadster.  
Add new spec line to PCS, p. 408-409, MGA 1500 / 1600 / 1622 Coupe & Roadster, Weight(lbs): 1960, Engine Type: 4 Cyl OHV, Bore x Stroke(in): 2.88 x 3.50, 2.97 x 3.50, 3.00 x 3.50, Displ.(cc): 1469, 1588, 1622, Block Mat'l: Iron, Head Mat'l: Iron, Valves IN & EX(in): (I)1.63 (I)1.57 (I)1.50 (E)1.44 (E)1.35 (E)1.28, Carb. No. & Type: (2) 1.5” or 1.75” SU or Stromberg, Wheelbase(in): 94.0, Track (F/R)(in): 52.0 / 53.3, Wheels(max): 15 x 7, Trans. Speeds: 4, Brakes Std.(in): (F)11.0 Disc (R)10.0 Drum, Brakes Alt.(in): (F)10.0 Drum, (F&R)11.0 Disc, Notes: It is permitted to replace wood floor boards with metal. MGB intake manifold permitted. Cylinder block (3 main bearing) from MGB. MGB 18G/18GA series 3main bearing crankshaft allowed.
11. Classify the Nissan/Datsun PL510.  
Add new spec line to PCS, p. 408-409, Nissan/Datsun PL510, Weight(lbs): 1990, Engine type: 4 Cyl SOHC, Bore x Stroke(mm): 83.0 x 73.7, Displ.(cc): 1595, Block Mat'l: Iron, Head Mat'l: Alum, Valves IN & EX(mm): (I)44.2 (I)41.9 (E)35.3 (E)33.0, Carb. No. & Type: (1) 40 DCN, DCNF, IDF w/ 36mm choke(s), (1) 32/36 DGV/DGAV, (2) auto type side draft w/ 36mm choke(s) on I.R. manifold, Wheelbase(in): 95.3, Track (F/R)(in): 54.5 / 54.5, Wheels(max): 15 x 7, Trans. Speeds: 4, Brakes Std.(in): (F)9.1 Disc (R)9.0 Drum, Brakes Alt.: 197-78 Datsun 240/260/280Z front rotors and calipers and rear aluminum drums are permitted, Notes: Allow any originally-delivered or superceding cylinder head. Alternate cylinder head: P/N 11041-V9182 casting # V912.
12. Classify the Nissan/Datsun SPL 311 / 311-U.  
Add new spec line to PCS, p. 408-409, Nissan/Datsun SPL 311 / 311-U, Weight(lbs): 1920, Engine Type: 4 Cyl OHV, Bore x

Stroke(in): 3.43 x 2.63, Displ.(cc): 1595, Block Mat'l: Iron, Head Mat'l: Iron or Alum, Valves IN & EX(in): (I)1.86 (I)1.66 (I)1.69 (E)1.47 (E)1.38 (E)1.26, Carb. No. & Type: (2) Mikuni PHH 44mm. 38mm choke(s) req'd, (2) Hitachi-SU (1bbl) 46mm throttle bores, Wheelbase(in): 89.8, Track (F/R)(in): 54.7 / 51.7, Wheels(max): 15 x 7, Trans. Speeds: 4 or 5, Brakes Std.(in): (F)11.2 Disc (R)9.0 Drum.

13. Saab 900S (85-94), p. 410-411, change the specs to read as follows: Weight(lbs): Sedan: 2160 \*2214 \*\*2268 Conv.: 2260 \*2317 \*\*2373.

14. Classify the Suzuki Swift GT & GTi.

Add new spec line to PCS, p. 410-411, Suzuki Swift GT & GTi, Weight(lbs): 1780, Engine Type: 4 Cyl DOHC, Bore x Stroke(in): 2.91 x 2.97, Displ.(cc): 1299, Block Mat'l: Alum, Head Mat'l: Alum, Valves IN & EX(mm): (I)29.0 (E)23.9, Carb. No. & Type: (1) 40 DCOE, (2) auto type side draft on I.R. manifold, or original-type fuel injection w/ 52mm throttle body. 28mm choke(s) required, Wheelbase(in): 89.3, Track (F/R)(in): 58.4 / 57.4, Wheels(max): 15 x 7, Trans. Speeds: 5, Brakes Std.(mm): (F)248 Disc (R)237 Disc, Notes: "Dual Y" manifold required, no plenum or balance tubes.

15. Classify Toyota Corolla (71-74).

Add new spec line to PCS, p. 410-411, Toyota Corolla (2TC) (71-74), Weight(lbs): 1950, Engine Type: 4 Cyl OHV, Bore x Stroke(mm): 85.0 x 70.0, Displ.(cc): 1588, Block Mat'l: Iron, Head Mat'l: Alum, Valves IN & EX(mm): (I)41.9 (I)41.0 (E)36.0, Carb. No. & Type: (1) 40 DCN, DCNF, IDF, 32/36 DGV/DGAV, (2) auto type side draft w/ 36mm choke(s) on I.R. manifold, Wheelbase(in): 91.9, Track (F/R)(in): 54.5 / 55.5, Wheels(max): 15 x 7, Trans. Speeds: 4 or 5, Brakes Std.(mm): (F)229 Disc (R)231 Drum.

16. Volkswagen Jetta (includes GLI) (82-84), p. 412-413, change the specs to read as follows: Track (F/R)(in): 58.9 / 57.2.

17. Volkswagen Scirocco 1715/1780, p. 412-4133, change the specs to read as follows: Track (F/R)(in): 58.9 / 57.2.

18. Volkswagen Rabbit (includes convertible) 1715/1780, p. 412-413, change the specs to read as follows: Track (F/R)(in): 58.9 / 57.2.

19. Classify the Volkswagen Rabbit 1457/1471 (includes Cabriolet/Convertible).

Add new spec line to PCS, p. 412-413, Volkswagen Rabbit 1457/1471 (includes Cabriolet/Convertible), Weight(lbs): 1600, Engine Type: 4 Cyl SOHC, Bore x Stroke(mm): 76.5 x 80.0, 79.5 x 73.4, Displ.(cc): 1471, 1457, Block Mat'l: Iron, Head Mat'l: Alum, Valves IN & EX(mm): (I)40.0 (I)34.0 (E)33.0 (E)31.0, Carb. No. & Type: (1) 40 DCN, DCNF, IDF w/ 32mm choke(s), (1) 32/36 DGV/DGAV, or original CIS-type fuel injection, Wheelbase(in): 94.5, Track (F/R)(in): 58.9 / 57.2, Wheels(max): 13 x 7, Trans. Speeds: 4 or 5, Brakes Std.(in): (F)9.41 Disc (R)7.86 x 1.57 Drum, Notes: Factory roll bar must be removed on Cabriolet. Intake manifold unrestricted with single downdraft carburetor. Only 1457cc engine may use F.I.

20. Classify the Volkswagen Rabbit 1588 (includes Cabriolet/Convertible).

Add new spec line to PCS, p. 412-413, Volkswagen Rabbit (includes Cabriolet/Convertible), Weight(lbs): 1750, Engine type: 4 Cyl SOHC, Bore x Stroke(mm): 79.5 x 80.0, Displ.(cc): 1588, Block Mat'l: Iron, Head Mat'l: Alum, Valves IN & EX(mm): (I)34.0 (E)31.0, Carb. No. & Type: (1) 40 DCN, DCNF, IDF, 32/36 DGV/DGAV, w. 32mm choke(s), or (2) auto type side draft w/ 30mm choke(s) on I.R. manifold, or original CIS-type fuel injection, Wheelbase(in): 94.5, Track (F/R)(in): 58.9 / 57.2, Wheels(max): 13 x 7, Trans. Speeds: 4 or 5, Brakes Std.(in): (F)9.41 Disc (R)7.1 x 1.57 Drum, Notes: Intake manifold unrestricted with single down draft carburetor.

21. Classify the Volkswagen Scirocco 1457/1471.

Add new spec line to PCS p. 412-413, Volkswagen Scirocco 1457/1471, Weight(lbs): 1600, Engine Type: 4 Cyl SOHC, Bore x Stroke(mm): 76.5 x 80.0, 79.5 x 73.4, Displ.(cc): 1471, 1457, Block Mat'l: Iron, Head Mat'l: Alum, Valves IN & EX(mm): (I) 40.0 (I)34.0 (E)33.0 (E)31.0, Carb. No. & Type: (1) 40 DCN, DCNF, IDF w/ 32mm choke(s), (1) 32/36 DGV/DGAV, or original CIS-type fuel injection, Wheelbase(in): 94.5, Track (F/R)(in): 58.9 / 57.2, Wheels(max): 13 x 7, Trans. Speeds: 4 or 5, Brakes Std.(in): (F)9.41 Disc (R)7.1 x 1.19 Drum, Brakes Alt.: Front Calipers from 80 Scirocco / Rabbit, Notes: Intake manifold unrestricted with single downdraft carburetor. Only 1457cc engine may use F.I.

22. Classify the Volkswagen Scirocco 1588.

Add new spec line to PCS, p. 412-413, Volkswagen Scirocco, Weight(lbs): 1750, Engine type: 4 Cyl SOHC, Bore x Stroke(mm): 79.5 x 80.0, Displ.(cc): 1588, Block Mat'l: Iron, Head Mat'l: Alum, Valves IN & EX(mm): (I)34.0 (E)31.0, Carb. No. & Type: (1) 40 DCN, DCNF, IDF, 32/36 DGV/DGAV, w. 32mm choke(s), or (2) auto type side draft w/ 30mm choke(s) on I.R. manifold, or original CIS-type fuel injection, Wheelbase(in): 94.5, Track (F/R)(in): 58.9 / 57.2, Wheels(max): 13 x 7, Trans. Speeds: 4 or 5, Brakes Std.(in): (F)9.41 Disc (R)7.1 x 1.19 Drum, Notes: Intake manifold unrestricted with single down draft carburetor.

## GP

1. Volkswagen Rabbit 1457/1471 (includes Cabriolet/Convertible), p. 420-421, change the specs to read as follows: Track (F/R)(in): 58.9 / 57.2.

2. Volkswagen Rabbit 1588 (includes Cabriolet/Convertible), p. 420-421, change the specs to read as follows: Track (F/R)(in): 58.9 / 57.2.

3. Volkswagen Rabbit 1715 (81-84) (excl. conv.), p. 422-423, change the specs to read as follows: Track (F/R)(in): 58.9 / 57.2.

4. Volkswagen Rabbit GTI 1780 (8-valve) (83-84), p. 422-423, change the specs to read as follows: Track (F/R)(in): 58.9 / 57.2.

5. Volkswagen Scirocco 1457/1471, p. 422-423, change the specs to read as follows: Track (F/R)(in): 58.9 / 57.2.

6. Volkswagen Scirocco 1588, p. 422-423, change the specs to read as follows: Track (F/R)(in): 58.9 / 57.2.

7. Volkswagen Scirocco 1715 (81-84), p. 422-423, change the specs to read as follows: Track (F/R)(in): 58.9 / 57.2.

8. Volkswagen Scirocco 1780 (8-valve) (83-88), p. 422-423, change the specs to read as follows: Track (F/R)(in): 58.9 / 57.2.

## HP

1. Classify the Fiat 124 Spider.

Add new spec line to PCS, p. 426-427, Fiat 124 Spider & Sport Coupe, Weight(lbs): 2250, Engine Type: 4 Cyl DOHC, Bore x Stroke(in): 3.15 x 2.81, Displ.(cc): 1438, Block Mat'l: Iron, Head Mat'l: Alum, Valves IN & EX(in): (I)1.64 (E)1.43, Carb. No. & Type: (1) Weber 34 DFH-1, (1) Weber 34 DMSA-1, (1) 34 DMS 201, Wheelbase(in): 89.9, Track (F/R)(in): 56.7 / 55.4, Wheels(max): 13 x 6.5, Trans. Speeds: 5, Brakes Std.(in): (F&R)8.94 Disc, Brakes Alt.(in): (F&R)10.0 x .40 Disc (Lancia), Alt. Rotor: #82346805.

2. Classify the Fiat X-1/9 & Bertone.

Add new spec line to PCS, p. 426-427, Fiat X-1/9 & Bertone, Weight(lbs): 2115, Engine Type: 4 Cyl SOHC, Bore x Stroke(mm): 86.0 x 55.5, Displ.(cc): 1290, Block Mat'l: Iron, Head Mat'l: Alum, Valves IN & EX(in): (I)1.43 (E)1.21 (E)1.23, Carb. No. & Type: (1) Weber 32 DMTR w/ 32mm primary & secondary throttle bores, (1) Weber 32 DATRA/100 w/ 32mm primary & secondary throttle bores, (1) 40 DCNF w/ 32mm choke(s), Wheelbase(in): 86.7, Track (F/R)(in): 56.3 / 56.6, Wheels(max): 13 x 6, Trans. Speeds: 4, Brakes Std.(in): (F&R)8.94 Disc, Brakes Alt.(in): (F&R)10.0 x .40 Disc (Lancia), Notes: 5 speed transmission from new "FP" model. Top panels may remain in place if securely bolted or pinned. Alt. Crankshaft: #4292177. Engine hatch rain tray may be removed. Trunk mounted fuel cell allowed. Orientation of the alternate carburetor is unrestricted. The alternate carb adapter may not be thicker than 1.25 inches. The adapter may have a bore larger than the throttle bore of the approved alternate carburetor.

3. Classify the Ford Escort / Mercury Lynx (81-84).

Add new spec line to PCS, p. 428-429, Ford Escort / Mercury Lynx (81-84), Weight(lbs): 2190, Engine Type: 4 Cyl SOHC, Bore x Stroke(in): 3.15 x 3.13, Displ.(cc): 1589, Block Mat'l: Iron, Head Mat'l: Alum, Valves IN & EX(mm): (I)42.0 (E)37.0, Carb. No. & Type: (1) 40 DCN, (1) 40 DCNF, (1) 40 IDF, 32/36 DGV, 32/36 DGAV w/ 32mm choke(s), (2) auto type sidedraft w/ 28mm choke(s) on I.R. manifold, Wheelbase(in): 94.3, Track (F/R)(in): 58.2 / 59.5, Wheels(max): 13 x 7, Trans. Speeds: 4, Brakes Std.(in): (F)9.3 Disc (R)8.0 x 1.3 Drum.

4. Classify the Ford EXP (81-84).

Add new spec line to PCS, p. 428-429, Ford EXP (81-84), Weight(lbs): 2190, Engine Type: 4 Cyl SOHC, Bore x Stroke(in): 3.15 x 3.13, Displ.(cc): 1589, Block Mat'l: Iron, Head Mat'l: Alum, Valves IN & EX(mm): (I)42.0 (E)37.0, Carb. No. & Type: (1) 40 DCN, (1) 40 DCNF, (1) 40 IDF, 32/36 DGV, 32/36 DGAV w/ 32mm choke(s), (2) auto type sidedraft w/ 28mm choke(s) on I.R. manifold, Wheelbase(in): 94.3, Track (F/R)(in): 58.2 / 59.5, Wheels(max): 13 x 7, Trans. Speeds: 4, Brakes Std.(in): (F)9.3 Disc (R)8.0 x 1.3 Drum.

5. Classify the Honda Civic.

Add new spec line to PCS, p. 428-429, Honda Civic, Weight(lbs):1920, Engine Type: 4 Cyl OHV, Bore x Stroke(mm): 72.0 x 76.0, Displ.(cc): 1237, Block Mat'l: Iron, Head Mat'l: Alum, Valves IN & EX(mm): EB1&2: (I)34.0 (E)30.0, EB3: (I)36.0 (E)32.0, Carb. No. & Type: (1) 40 DCN, (1) 40 DCNF, (1) 40 IDF, (1) 32/36 DGV, (1) 32/36 DGAV. 25mm choke(s) req'd, Wheelbase(in): 86.8, Track (F/R)(in): 53.7 / 52.9, Wheels(max): 13 x 6, Trans. Speeds: 4 or 5, Brakes Std.(mm): (F)9.0 Disc (R)7.0 x 1.4 Drum, Brakes Alt.: Brake Calipers: RF #45210-663-674, LF #45230-663-674, Notes: Orientation of the alternate carburetor is unrestricted. The alternate carburetor adaptor may not be thicker than 1.25". The adaptor may have a bore larger than the throttle bore of the approved alternate carburetor.

6. Classify the Mazda GLC (FWD).

Add new spec line to PCS, p. 428-429, Mazda GLC (FWD), Weight(lbs): 2075, Engine Type: 4 Cyl SOHC, Bore x Stroke(mm): 77.0 x 80.0, Displ.(cc): 1490, Block Mat'l: Iron, Head Mat'l: Alum, Valves IN & EX(mm): (I)36.0 (E)31.0, Carb. No. & Type: (1) 40 DCN, DCNF, IDF w/ 32mm choke(s), (1) 32/36 DGV / DGAV, Wheelbase(in): 93.1, Track (F/R)(in): 58.2 / 58.4, Wheels(max): 13 x 7, Trans. Speeds: 5, Brakes Std.(in): (F)8.9 Disc (R)7.1 x 1.2 Drum, Notes: Orientation of the alternate carburetor is unrestricted.

7. Classify the MGB & MGB-GT as a limited prep.

Add new spec line to PCS, p. 428-429, MGB & MGB-GT, Weight(lbs): 2100 \*2153 \*\*2205, Engine Type: 4 Cyl OHV, Bore x Stroke(in): 3.16 x 3.50, Displ.(cc): 1798, Block Mat'l: Iron, Head Mat'l: Iron, Valves IN & EX(in): (I)1.63 (E)1.35, Carb. No. & Type: (2) 1.50" SU, Wheelbase(in): 91.0, Track (F/R)(in): 53.0 / 53.2, Wheels(max): 15 x 7, Trans. Speeds: 4, Brakes Std.(mm): (F)273 Disc (R)254 Drum, Notes: Comp. Ratio limited to 11.0:1, Valve lift limited to .450", Restricted Suspension. Limited Prep cyl head. Stock intake manifold only-may be port matched on port mating surface to a depth of no more than 1". Balance tube may be partially or fully blocked. Manifold may not be otherwise altered. Valve lift measured at valve with zero lash or clearance. Stock rocker arms, cam followers, rocker ratios, and rocker/follower ratios must be retained. Roller rockers and roller followers are prohibited. Stock connecting rods req'd, but may be lightened and balanced, a bushing may be added to the small end however the original center to center dimension shall remain unchanged. Rod bolts may be replaced. Stock crankshaft required, but may be lightened and balanced, with a max. undersize of 0.045". Billet cranks prohibited. Dry sump is prohibited. Competitor must be in possession of factory workshop manual at all competitions. Limited Prep Transmission.

8. Classify the Mini Cooper (02-05) as a limited prep.

Add new spec line to PCS, p. 428-429, Mini Coope (02-05), Weight(lbs): 2080 \*2132 \*\*2184, Engine Type: 4 Cyl SOHC, Bore x Stroke(mm): 77.0 x 85.8, Displ.(cc): 1598, Block Mat'l: Iron, Head Mat'l: Alum, Valves IN & EX(mm): (I)30.3 (E)23.3, Carb. No. & Type: Original-type fuel injection w/ stock unmodified F.I. throttle body, Wheelbase(in): 97.1, Track (F/R)(in): 61.6 / 61.9, Wheels(max): 15 x 7, Trans. Speeds: 5, Brakes Std.(mm): (F)276 Vented Disc (R)239 Solid Disc, Notes: Comp. Ratio limited to 10.6:1, Valve lift limited to .450", Restricted Suspension. Limited Prep cyl head. Stock intake manifold only-may be port matched on port mating surface to a depth of no more than 1". Manifold may not be otherwise altered. Valve lift measured at valve with zero lash or clearance. Stock rocker arms, cam followers, rocker ratios, and rocker/follower ratios must be retained. Stock connecting rods req'd, but may be lightened and balanced, a bushing may be added to the small end however the original center to center dimension shall remain unchanged. Rod bolts may be replaced. Stock crankshaft required, but may be lightened and balanced, with a max. undersize of 0.045". Billet cranks prohibited. Dry sump is prohibited. Competitor must be in possession of factory workshop manual at all competitions. Limited Prep Transmission.

9. Classify the Nissan/Datsun 210 1.4.

Add new spec line to PCS, p. 428-429, Nissan/Datsun 210 1.4, Weight(lbs): 2050, Engine Type: 4 Cyl OHV, Bore x Stroke(mm): 76.0 x 77.0, Displ.(cc): 1397, Block Mat'l: Iron, Head Mat'l: Alum, Valves IN & EX(mm): (I)37.2 (E)30.0, Carb. No. & Type: (1) 40 DCN, DCNF, IDF w/ 30mm choke(s), (1) 32/36 DGV/DGAV, (2) auto type side draft w/ 30mm choke(s) on I.R. manifold, Wheelbase(in): 92.1, Track (F/R)(in): 56.0 x 54.7, Wheels(max): 13 x 6, Trans. Speeds: 4 or 5, Brakes Std.(in): (F)9.65 Disc (R)8.00 x 1.38 Drum, Brakes Alt(mm): (F)254 Vented Disc (R)270 Solid Disc, Discs and Calipers from 80-83 200SX, Notes: Alternate differential assembly: H165.

10. Classify the Nissan/Datsun B-210 1.4.

Add new spec line to PCS, p. 428-429, Nissan/Datsun B-210 1.4, Weight(lbs): 2050, Engine Type: 4 Cyl OHV, Bore x Stroke(mm): 76.0 x 77.0, Displ.(cc): 1397, Block Mat'l: Iron, Head Mat'l: Alum, Valves IN & EX(mm): (I)37.2 (E)30.0, Carb. No. & Type: (1) 40 DCN, DCNF, IDF w/ 30mm choke(s), (1) 32/36 DGV/DGAV, (2) auto type side draft w/ 30mm choke(s) on I.R. manifold, Wheelbase(in): 92.1, Track (F/R)(in): 52.7 x 51.5, Wheels(max): 13 x 6, Trans. Speeds: 4 or 5, Brakes Std.(in): (F)9.65 Disc (R)8.00 x 1.38 Drum, Notes: Alternate differential assembly: H165.

11. Classify the Porsche 914-4 (1.8L) as a limited prep.

Add new spec line to PCS, p. 430-431, Porsche 914-4 (1.8L), Weight(lbs): 2150 \*2204 \*\*2258, Engine Type: 4 Cyl OHV, Bore x Stroke(mm): 93.0 x 66.0, Displ.(cc): 1795, Block Mat'l: Alum, Head Mat'l: Alum, Valves IN & EX(mm): (I)40.9 (E)34.0, Carb. No. & Type: Original-type fuel injection only, Wheelbase(in): 96.5, Track (F/R)(in): 56.5 / 58.1, Wheels(max): 15 x 7, Trans. Speeds: 5, Brakes Std.(mm): (F)280 Disc (R)282 Disc, Notes: Comp. Ratio limited to 10.5:1, Valve lift limited to .420", Restricted Suspension. Limited Prep cyl head. Stock intake manifold only-may be port matched on port mating surface to a depth of no more than 1". Manifold may not be otherwise altered. Stock (unmodified) fuel injection throttle bodies req'd. Valve lift measured at valve with zero lash or clearance. Stock rocker arms, cam followers, rocker ratios, and rocker/follower ratios must be retained. Roller rockers and roller followers are prohibited. Stock connecting rods req'd, but may be lightened and balanced, a bushing may be added to the small end however the original center to center dimension shall remain unchanged. Rod bolts may be replaced. Stock crankshaft req'd, but may be lightened and balanced, with a max. undersize of 0.045". Billet cranks prohibited. Dry sump is prohibited. Competitor must be in possession of factory workshop manual at all competitions. Limited Prep Transmission. Cylinder barrels of alternate material are permitted.

12. Triumph Spitfire 1500, p. 432-433, change the specs to read as follows: Weight(lbs): 1665 \*1707 \*\*1748.

13. Volkswagen Rabbit 1588 (includes Cabriolet/Convertible), p. 432-433, change the specs to read as follows: Track (F/R)(in): 58.9 / 57.2.

14. Classify the Volkswagen Rabbit 1715 (81-84) as a limited prep.

Add new spec line to PCS, p. 432-433, Volkswagen Rabbit 1715 (81-84) (excl. conv.), Weight(lbs): 1990 \*2040 \*\*2090, Engine Type: 4 Cyl SOHC, Bore x Stroke(mm): 79.5 x 86.4, Displ.(cc): 1715, Block Mat'l: Iron, Head Mat'l: Alum, Valves IN & EX(mm): (I)34.0 (E)31.0, Carb. No. & Type: Original CIS-type fuel injection only w/ stock unmodified throttle body, Wheelbase(mm): 2401, Track (F/R)(in): 58.9 / 57.2, Wheels(max): 14 x 7, Trans. Speeds: 5, Brakes Std.(mm): (F)239 Disc (R)180 Drum, Notes: Comp. Ratio limited to 11.0:1, Valve lift limited to .450", Restricted Suspension. Limited Prep cyl head. Stock intake manifold only-may be port matched on port mating surface to a depth of no more than 1". Manifold may not be otherwise altered. Valve lift measured at valve with zero lash or clearance. Stock connecting rods req'd, but may be lightened and balanced, a bushing may be added to the small end however the original center to center dimension shall remain unchanged. Rod bolts may be replaced. Stock crankshaft req'd, but may be lightened and balanced, with a max. undersize of 0.045". Billet cranks prohibited. Dry sump is prohibited. Competitor must be in possession of factory workshop manual at all competitions. Limited Prep Transmission.

15. Classify the Volkswagen Rabbit GTI 1780 (83-84) as a limited prep.

Add new spec line to PCS, p. 432-433, Volkswagen Rabbit GTI 1780 (8-valve) (83-84), Weight(lbs): 2065 \*2117 \*\*2168, Engine Type: 4 Cyl SOHC, Bore x Stroke(mm): 81.0 x 86.4, Displ.(cc): 1780, Block Mat'l: Alum, Valves IN & EX(mm): (I)40.0 (E)33.0, Carb. No. & Type: Original CIS-type fuel injection only w/ stock unmodified throttle body, Wheelbase(mm): 2401, Track (F/R)(in): 58.9 / 57.2, Wheels(max): 15 x 7, Trans. Speeds: 5, Brakes Std.(mm): (F)239 Disc (R)180 Drum, Notes: Comp. Ratio limited to 12.0:1, Valve lift limited to .420", Restricted Suspension. Limited Prep cyl head. Stock intake manifold only-may be port matched on port mating surface to a depth of no more than 1". Manifold may not be otherwise altered. Valve lift measured at valve with zero lash or clearance. Stock connecting rods req'd, but may be lightened and balanced, a bushing may be added to the small end however the original center to center dimension shall remain unchanged. Rod bolts may be replaced. Stock crankshaft req'd, but may be lightened and balanced, with a max. undersize of 0.045". Billet cranks prohibited. Dry sump is prohibited. Competitor must be in possession of factory workshop manual at all competitions. Limited Prep Transmission.

16. Classify the Volkswagen Scirocco 1457/1471 as a limited prep.

Add new spec line to PCS p. 432-433, Volkswagen Scirocco 1457/1471, Weight(lbs): 1650 \*1691 \*\*1733, Engine Type: 4 Cyl SOHC, Bore x Stroke(mm): 76.5 x 80.0, 79.5 x 73.4, Displ.(cc): 1471, 1457, Block Mat'l: Iron, Head Mat'l: Alum, Valves IN & EX(mm): (I)34.0 (E)31.0, Carb. No. & Type: (1) 40 DCN, DCNF, IDF w/ 32mm choke(s), (1) 32/36 DGV/DGAV, or original CIS-type fuel injection, Wheelbase(in): 94.5, Track (F/R)(in): 58.9 / 57.2, Wheels(max): 13 x 7, Trans. Speeds: 4 or 5, Brakes Std.(in): (F)9.41 Disc (R)7.1 x 1.19 Drum, Notes: Comp. Ratio limited to 11.0:1, Valve lift limited to .450", Restricted Suspension. Limited Prep cyl head. Stock intake manifold only-may be port matched on port mating surface to a depth of no more than 1". Manifold may not be otherwise altered. Valve lift measured at valve with zero lash or clearance. Stock rocker arms, cam followers, rocker ratios, and rocker/follower ratios must be retained. Roller rockers and roller followers are prohibited. Stock connecting rods req'd, but may be lightened and balanced, a bushing may be added to the small end however the original center to center dimension shall remain unchanged. Rod bolts may be replaced. Stock crankshaft req'd, but may be lightened and balanced, with a max. undersize of 0.045". Billet cranks prohibited. Dry sump is prohibited. Competitor must be in possession of factory workshop manual at all competitions. Limited Prep Transmission.

17. Volkswagen Scirocco 1588, p. 432-433, change the specs to read as follows: Track (F/R)(in): 58.9 / 57.2.

18. Classify the Volkswagen Scirocco 1715 (81-84) as a limited prep.

Add new spec line to PCS, p. 432-433, Volkswagen Scirocco 1715 (81-84), Weight(lbs): 1990 \*2040 \*\*2090, Engine Type: 4 Cyl SOHC, Bore x Stroke(mm): 79.5 x 86.4, Displ.(cc): 1715, Block Mat'l: Iron, Head Mat'l: Alum, Valves IN & EX(mm): (I)34.0 (E)31.0, Carb. No. & Type: Original CIS-type fuel injection only w/ stock unmodified throttle body, Wheelbase(mm): 2401, Track (F/R)(in): 58.9 / 57.2, Wheels(max): 14 x 7, Trans. Speeds: 5, Brakes Std.(mm): (F)239 Disc (R)180 Drum, Notes: Comp. Ratio limited to 11.0:1, Valve lift limited to .450", Restricted Suspension. Limited Prep cyl head. Stock intake manifold only-may be port matched on port mating surface to a depth of no more than 1". Manifold may not be otherwise altered. Valve lift measured at valve with zero lash or clearance. Stock connecting rods req'd, but may be lightened and balanced, a bushing may be added to the small end however the original center to center dimension shall remain unchanged. Rod bolts may be replaced. Stock crankshaft req'd,

but may be lightened and balanced, with a max. undersize of 0.045". Billet cranks prohibited. Dry sump is prohibited. Competitor must be in possession of factory workshop manual at all competitions. Limited Prep Transmission.

19. Classify the Volkswagen Scirocco 1780 (83-88) as a limited prep.

Add new spec line to PCS, p. 432-433, Volkswagen Scirocco 1780 (8-valve) (83-88), Weight(lbs): 2065 \*2117 \*\*2168, Engine Type: 4 Cyl SOHC, Bore x Stroke(mm): 81.0 x 86.4, Displ.(cc): 1780, Block Mat'l: Iron, Head Mat'l: Alum, Valves IN & EX(mm): (I)40.0 (E)33.0, Carb. No. & Type: Original CIS-type fuel injection only w/ stock unmodified throttle body, Wheelbase(mm): 2401, Track (F/R)(in): 58.9 / 57.2, Wheels(max): 14 x 7, Trans. Speeds: 5, Brakes Std.(mm): (F)239 Disc (R)180 Drum, Notes: Comp. Ratio limited to 12.0:1, Valve lift limited to .420", Restricted Suspension. Limited Prep cyl head. Stock intake manifold only-may be port matched on port mating surface to a depth of no more than 1". Manifold may not be otherwise altered. Valve lift measured at valve with zero lash or clearance. Stock connecting rods req'd, but may be lightened and balanced, a bushing may be added to the small end however the original center to center dimension shall remain unchanged. Rod bolts may be replaced. Stock crankshaft req'd, but may be lightened and balanced, with a max. undersize of 0.045". Billet cranks prohibited. Dry sump is prohibited. Competitor must be in possession of factory workshop manual at all competitions. Limited Prep Transmission.

20. Classify the Volkswagen Jetta 1780 (85-91) as a limited prep.

Add new spec line to PCS, p. 432-433, Volkswagen Jetta 1780 (85-91), Weight(lbs): 2065 \*2117 \*\*2168, Engine Type: 4 Cyl SOHC, Bore x Stroke(mm): 81.0 x 86.4, Displ.(cc): 1780, Block Mat'l: Iron, Head Mat'l: Alum, Valves IN & EX(mm): (I)40.0 (E)33.0, Carb. No. & Type: Original CIS or Digifant-type fuel injection only w/ stock unmodified throttle body, Wheelbase(in): 97.3, Track (F/R)(in): 58.9 / 58.2, Wheels(max): 15 x 7, Trans. Speeds: 5, Brakes Std.(mm): (F)244 Disc (R)244 Drum, Notes: Comp. Ratio limited to 11.5:1, Valve lift limited to .420", Restricted Suspension. Limited Prep cyl head. Stock intake manifold only-may be port matched on port mating surface to a depth of no more than 1". Manifold may not be otherwise altered. Valve lift measured at valve with zero lash or clearance. Stock connecting rods req'd, but may be lightened and balanced, a bushing may be added to the small end however the original center to center dimension shall remain unchanged. Rod bolts may be replaced. Stock crankshaft req'd, but may be lightened and balanced, with a max. undersize of 0.045". Billet cranks prohibited. Dry sump is prohibited. Competitor must be in possession of factory workshop manual at all competitions. Limited Prep Transmission.

21. Classify the Volkswagen Golf (GTI, GT, GL) as a limited prep.

Add new spec line to PCS, p. 432-433, Volkswagen Golf (GTI, GT, GL), Weight(lbs): 2065 \*2117 \*\*2168, Engine Type: 4 Cyl SOHC, Bore x Stroke(mm): 81.0 x 86.4, Displ.(cc): 1780, Block Mat'l: Iron, Head Mat'l: Alum, Valves IN & EX(mm): (I)40.0 (E)33.0, Carb. No. & Type: Original CIS or Digifant-type fuel injection only w/ stock unmodified throttle body, Wheelbase(in): 97.3, Track (F/R)(in): 58.9 / 58.2, Wheels(max): 15 x 7, Trans. Speeds: 5, Brakes Std.(mm): (F)239 Disc (R)180 Drum, Notes: Comp. Ratio limited to 11.5:1, Valve lift limited to .420", Restricted Suspension. Limited Prep cyl head. Stock intake manifold only-may be port matched on port mating surface to a depth of no more than 1". Manifold may not be otherwise altered. Valve lift measured at valve with zero lash or clearance. Stock connecting rods req'd, but may be lightened and balanced, a bushing may be added to the small end however the original center to center dimension shall remain unchanged. Rod bolts may be replaced. Stock crankshaft req'd, but may be lightened and balanced, with a max. undersize of 0.045". Billet cranks prohibited. Dry sump is prohibited. Competitor must be in possession of factory workshop manual at all competitions. Limited Prep Transmission.

## Showroom Stock

### SSB

1. Mazda6 s (03-05), p. 466, add the 06-07 model years.
2. Mini Cooper S (02-04), p. 466, add to the specs as follows: Tire Size(stock): 205/55.
3. Mini Cooper S (05-06), p. 466, add to the specs as follows: Tire Size(stock): 205/55. Change the specs to read as follows: Notes: Convertible model not allowed. Factory optional limited slip differential allowed.

### SSC

1. Toyota Corolla XRS (2005), p. 471, correct the specs to read as follows: Wheel Size(in) / Mat'l: 16 x 6 .
2. Volkswagen Rabbit (06-07), classified in TB 07-01, add to the specs as follows: Wheel Size(in) / Mat'l: 16 x 6.5, 17 x 7.

## Spec Miata

1. Clarify section 9.1.8.C.7.c, p. 480, by adding to the end of the section as follows: *Rear spoilers including OEM design are prohibited.*
2. Mazda MX-5 / Miata (90-93), p. 483, change the specs to read as follows: Weight(lbs): 2300.

## Sports Racer

### CSR

1. Section 9.1.9.H.3, classified in TB 07-03, correct the section by adding to the end as follows: May use fuel per the IT specs of GCR section 9.3.25.

### S2000

1. Add to the first sentence of section 9.1.9.B.5.d.2, p. 501, to read as follows: Standard Ford gasket, *Fel-Pro #8361PT*, or Ferrea part number G50100 may be used.

## Touring

### T2

1. Lotus Elise (2005), p. 555, add to the specs as follows: Notes: Lotus Track use chassis brace kit #lotac05377 allowed.
2. Lotus Exige (06-07), classified in TB 07-01, add to the specs as follows: Notes: Lotus Track use chassis brace kit #lotac05377 allowed.

### T3

1. Mazda6 s (03-05), p. 559, add the 06-07 model years.



2. Subaru WRX TR (2006), p. 560, add to the specs as follows: Notes: Nukabe non-adjustable sway bars (F) 667311a22 and (R) 666311bj22 allowed.

# COURT OF APPEALS

**JUDGEMENT OF THE COURT OF APPEALS**  
**Keith Church vs. SOM COA Ref. No.07-02-RO**  
**October 9, 2007**

## **PRIOR PROCEEDINGS AND FACTS IN BRIEF**

Following the GP qualifying session on October 8, 2007 at the SCCA National Championship Runoffs® Presented by AT&T, two actions were initiated against Andrew Deatherage, driver of GP #69. Mr. Deatherage was protested by Keith Church, GP #00 citing violation of GCR 6.8.1.A and D (On Course Conduct).

Additionally, Assistant Chief Steward Barrett Braun issued a Request for Action (RFA) citing GCR 6.8.1.A, B and D, specifically side-to-side contact between the two cars. Mr. Deatherage protested Mr. Church for violation of GCR 6.8.1.A, B, C, and D. The Stewards of the Meet (SOM) Ann Christian, Rick Mitchell and Gary Meeker, Chairman, met and considered all of the actions as a package. The SOM concluded that the overtaking car (# 69) had the greater responsibility to complete a safe pass. The SOM penalized Mr. Deatherage six positions on the final qualifying grid for the GP race and assessed three penalty points to his competition license. Both protests were found to be in good faith and the fees returned. Mr. Church appealed the lack of severity of the penalty given to Mr. Deatherage.

## **DATES OF THE COURT**

The Court of Appeals (COA) Bob Horansky, Dick Templeton and Michael West, Chairman, met on October 9, 2007 to hear, review, and render a decision on the appeal. Note: Tom Hoffman, Court Alternate also participated in the deliberations.

## **DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. Related documents provided by the First Court (SOM).
2. Appeal from Mr. Church.

## **FINDINGS**

The COA interviewed Mr. Church, Mr. Deatherage and Gary Meeker, Chairman of the First Court. The Court also reviewed all of the documentation provided with the two protests and the RFA. The COA determined that the penalty levied against Mr. Deatherage was appropriate and within the powers provided by GCR 7.2.G and 7.4.A.3.

## **DECISION**

The Court of Appeals upheld the decision of the SOM. Mr. Church's appeal was well founded and his appeal fee, less the amount retained by SCCA, was returned.

# COURT OF APPEALS

**JUDGEMENT OF THE COURT OF APPEALS**  
**John Fergus II vs. SOM COA Ref. No.07-03-RO**  
**October 13, 2007**

## **PRIOR PROCEEDINGS AND FACTS IN BRIEF**

On During the final lap of Race #1 for S2 at the SCCA National Championship Runoffs® Presented by AT&T on October 12, 2007, there was nose to tail body contact at Turn 14 with the nose of S2 #0, driven by John Fergus II, into the rear of the leader, S2 #61, driven by Nick Mancuso, causing Mr. Mancuso to spin. Additionally, S2 #06 driven by Mark Mercer, who was following the two cars, spun to avoid the incident. Mr. Fergus went on to win, and both Mr. Mercer and Mr. Mancuso recovered to finish in that order behind him. Assistant Chief Steward Lee Carrico filed a Request for Action (RFA) to investigate the incident. Also, Mr. Mancuso filed a protest against Mr. Fergus citing violation of GCR 6.8.1.A and D. (On Course Driver Conduct). The Stewards of the Meet (SOM) Annie Christian, Rick Mitchell, and Gary Meeker, Chairman, met, reviewed 10 witness statements, heard three witnesses, and viewed an in-car video from Mr. Fergus' car as well as his on-board telemetry data. The SOM penalized Mr. Fergus two finishing positions and assessed him three penalty points. Mr. Fergus appealed the penalty.

## **DATES OF THE COURT**

The Court of Appeals (COA) Bob Horansky, Dick Templeton and Michael West, Chairman, met on October 12, 2007 to hear, review, and render a decision on the appeal. Note: Tom Hoffman, Court Alternate also participated in the deliberations.

#### **DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. Related documents provided by the First Court (SOM) including two videos and telemetry data from the Fergus car.
2. Appeal from Mr. Fergus.
3. Statements from six additional witnesses.

#### **FINDINGS**

The Court of Appeals (COA) interviewed Gary Meeker, Chairman of the First Court, and reviewed all prior evidence as well as six new unsolicited witness statements not seen by the First Court; the COA interviewed two of these witnesses. The Court also looked at a video tape for the race from SPEED which was blank and analyzed the telemetry data from the Fergus vehicle. Based on the totality of the evidence, the Court concluded that the contact between the two cars was unavoidable.

#### **DECISION**

Based on all of the evidence, plus the additional witness information, the COA overturns the decision of the SOM and reinstates the finishing positions listed in the initial Provisional Results. Mr. Fergus' appeal is well founded and his appeal fee, less the amount retained by SCCA, will be returned.

## **COURT OF APPEALS**

#### **JUDGEMENT OF THE COURT OF APPEALS**

**Rob Hines vs. SOM, COA Ref. No. 07-04-RO**

**October 14, 2007**

#### **PRIOR PROCEEDINGS AND FACTS IN BRIEF**

During the Group 19 race for T2 at the SCCA National Championship Runoffs® presented by AT&T, there was contact at Turn 4 between car #14, driven by Rob Hines, and car #32, driven by Joseph Aquilante. The contact resulted in car #14 spinning off course. Both cars continued. Assistant Chief Steward Mike Engelke filed a Request for Action (RFA) with the Stewards of the Meet (SOM) Anne Christian, Rick Mitchell and Gary Meeker, Chairman, asking them to investigate the incident. The SOM reviewed four witness statements, interviewed Mr. Aquilante and viewed his video tape as well as the SPEED tape. The SOM found Mr. Hines in violation of GCR 6.8.1.A, B, C, D, penalized him with a four race weekend probation, and assessed 3 penalty points against his competition license. Mr. Hines appealed this penalty.

#### **DATES OF THE COURT**

The National Court of Appeals (COA) Dick Templeton, Bob Horansky, and Michael West, Chairman, met on October 14, 2007, to hear, review and render a decision on the appeal. Tom Hoffman, Alternate Court member, also participated in this review and concurred with the decision.

#### **DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. Letter of appeal from Rob Hines received October 14, 2007.
2. Request for Action and related documents received October 14, 2007.
3. SPEED TV video tape reviewed by SOM received October 14, 2007.
4. Joe Aquilante's in-car video tape reviewed by SOM received October 14, 2007.
5. Rob Hines' in-car video tape received October 14, 2007.

#### **FINDINGS**

The COA reviewed all evidence provided to the SOM. The COA also interviewed Mr. Hines, received and reviewed a newly-provided witness statement, and accepted a third video provided by Mr. Hines. The COA analyzed all three videos and evidence in totality, concluded that the contact was avoidable, and established that both drivers shared responsibility.

Even though the COA determined both drivers shared responsibility for the metal to metal contact, it chose not to return the matter to the First Court for further deliberation. In the interest of fairness to both drivers, the COA rendered the following decision.

#### **DECISION**

The COA overturned the decision of the SOM. Mr. Hines' appeal was well founded and his appeal fee, less the amount retained by SCCA, was returned.

# COURT OF APPEALS

## JUDGEMENT OF THE COURT OF APPEALS

Jeffrey Lyon vs. SOM COA Ref. No. 07-25-NP

November 1, 2007

### PRIOR PROCEEDINGS AND FACTS IN BRIEF

Following the SMT race at the "Spec Miata Festival" at Infineon Raceway, September 2, 2007, the Stewards of the Meet (SOM) received a Request for Action (RFA) from Richard Templeton, Assistant Chief Steward, Tech, requesting they investigate an incident between Jeffrey Lyon, driver of SMT #39, and David Vodden, driver of SMT #1. SOM Mike Hayworth, Paul Helberg, Bob Hatcher, and Morris Hamm, Chairman, convened and heard testimony from both drivers and other witnesses. The SOM found Mr. Vodden in violation of GCR 2.1.7 and issued a reprimand and assessed one penalty point against his license. The SOM found Mr. Lyon in violation of GCR 2.1.7 (Unsportsmanlike Conduct) and GCR 2.1.8 (Physical Violence Against Another Person). The SOM assigned a penalty of Suspension of Competition Privileges for sixty days, to be followed by a probation of six race weekends. The SOM also assessed six penalty points against Mr. Lyon's license. Mr. Lyon is appealing the SOM decision.

### DATES OF THE COURT

The National Court of Appeals (COA) Bob Horansky, Tom Hoffman, and Michael West, Chairman, met on October 18 and 25, and November 1, 2007, to hear, review, and render a decision on the appeal. COA member Dick Templeton was recused from the deliberations since he was an official at the event.

### DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Official Observer's Report and related documents, received October 17, 2007.
2. Letter of Appeal from Jeffrey Lyon received October 17, 2007.
3. Witness statement from Randy Mackintosh, received October 17, 2007.
4. Witness statement from Daniel Mairani, received October 17, 2007.
5. Email from Jim Rogaski, received October 24, 2007.
6. Report from Morris Hamm, received October 24, 2007.

### FINDINGS

Testimony of Mr. Lyon, Mr. Vodden and Mr. Templeton agree that Mr. Lyon approached Mr. Vodden's car and kicked the partially open driver's side door, trapping Mr. Vodden's arm in the process. The same testimony agrees that Mr. Vodden exited his car in extreme anger, flailing his arms and fists in an effort to strike Mr. Lyon. Mr. Templeton intervened in the altercation and separated the drivers with the assistance of Scrutineer Tom Turner, also a witness. The SOM determined that by his actions, Mr. Lyon precipitated the altercation and found him to hold principal responsibility for the incident, thus the disparity in the resulting penalties.

Mr. Lyon expressed a concern about the structure of the First Court and the relationship of the members with Mr. Vodden. Although Mr. Hamm is a member of the sponsoring Region, he was well qualified to be Chairman of the SOM and his appointment was permissible per GCR 5.12.B.

### DECISION

The Court of Appeals upholds the decision of the SOM in its entirety. The penalties imposed by the SOM were in accordance with the GCR. Mr. Lyon's appeal is well founded and his appeal fee will be returned, less that portion retained by the SCCA.

# COURT OF APPEALS

## JUDGMENT OF THE COURT OF APPEALS

Paul Taschner vs. SOM, COA Ref. No. 07-26-NE

October 25, 2007

### PRIOR PROCEEDINGS AND FACTS IN BRIEF

Following the Spec Miata Regional Race held September 2, 2007 at Summit Point Motorsports Park, Paul Taschner, driver of SM #36 protested Darrell Wheeler, driver of SM #67 for violation of GCR 6.8.1.A following a body contact at Turn 1. The Stewards of the Meet (SOM) Lew Geisey, Tom Hoffman, Steve Keadle, Rich Lorenz, Sue Robishaw and Chairman, Gene Kern, met, reviewed written and oral testimony from both drivers as well as two additional witnesses, determined that both drivers were in violation of GCR 6.8.1.D and issued reprimands to both. Mr. Taschner is appealing that ruling.

### DATES OF THE COURT

The National Court of Appeals, Dick Templeton, Bob Horansky and Chairman Michael West, Chairman, met on October 18 and 25, SCCA Fastrack News December 2007 Page 52

2007 to hear, review and render a decision on Mr. Taschner's appeal. Court Alternate Tom Hoffman, being an official at the event, recused himself from the deliberations.

#### **DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. Observers Report and related documents received October 16, 2007.
2. Mr. Taschner's appeal and related documents received October 16, 2007.

#### **FINDINGS**

At Turn 1 during the SM race there was body contact with Mr. Wheeler's left front (SM # 67) impacting Mr. Taschner's right rear (SM # 36) between the right rear wheel and right side passenger door. Mr. Wheeler stated that Mr. Taschner had turned into him; Mr. Taschner stated that he had the line and that Mr. Wheeler had driven into him. Both cars lost positions but continued on to complete the race.

Mr. Taschner supplied several unrelated photos, a photo of his car showing the damage and a copy of the text from a booklet supplied by the Skip Barber Racing School to substantiate his claim. There was no new germane evidence supplied.

#### **DECISION**

The Court of Appeals reviewed and considered all documentation supplied and determined that the First Court had acted well within its powers both in reaching its decision and assessing a similar penalty to both drivers. The COA upholds the decision of the SOM in its entirety and directs that its ruling stand. Mr. Taschner's appeal was deemed not well-founded and his appeal fee will be retained by SCCA.

## **COURT OF APPEALS**

#### **JUDGEMENT OF THE COURT OF APPEALS**

**Todd Lamb vs. SOM COA Ref. No. 07-27-SE  
November 8, 2007**

#### **PRIOR PROCEEDINGS AND FACTS IN BRIEF**

At post-race impound for Group 1 (SM) at the SARRC Invitational Challenge held at Roebing Road on September 23, 2007, SM # 84 was found to have competed with an oversized, non-compliant air inlet restrictor plate (GCR 9.1.8.C.1.a.5). By a Chief Steward's Action, Russ Smith (Assistant Chief Steward), disqualified car # 84 from the event. Todd Lamb, driver of car # 84, protested the Chief Steward's Action. The Stewards of the Meet (SOM) Ken Blackburn, John Fine, Robert Mayes, Sue Roethel and Toni Creighton, Chairman, met, examined evidence, heard testimony, and rendered a ruling upholding the Chief Steward's Action. In addition, the SOM suspended Mr. Lamb's competition license for 60 days and voided all SARRC Series points earned in 2007. The SOM also assessed 7 penalty points against his competition license. Mr. Lamb 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 October 25 and November 1 and 8, 2007 to hear, review and render a decision on the appeal.

#### **DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. Letter of Appeal received September 28, 2007.
2. Official Observer's Report and related documents.
3. Email from Todd Lamb re Mazda Blemished Restrictor Plates received October 26, 2007.
4. Letter received via email from CSOM Toni Creighton dated October 28, 2007.
5. Todd Lamb Restrictor Plate Assessment Document submitted by Jeremy Thoennes, Technical Services Manager, Club Racing, SCCA, dated October 29, 2007.
6. Email from Tim Buck, MAZDASPEED Motorsports Development, received November 1, 2007.

#### **FINDINGS**

In his appeal Mr. Lamb asserts that the oversized restrictor plate was obtained direct from Mazda MOTORSPORTS, removed from its packaging and placed in his car without modification. He also challenged the veracity and accuracy of the measurements taken at the event. His crew and several SCCA officials confirmed that the restrictor plate that was measured was removed from Mr. Lamb's car.

First, the technical staff at the event measured the air inlet restrictor plate with three different measuring devices. All were properly "zeroed" and calibrated prior to measuring and the part was determined to be oversize each time. In addition, the air inlet restrictor plate was sent to Jeremy Thoennes, SCCA Club Racing Technical Services Manager, for inspection and testing. Mr. Thoennes also

determined the plate was oversized using properly calibrated test instruments.

Second, the technical staff at the event inspected the air restrictor plate's machining marks using an air inlet restrictor plate obtained direct from MAZDASPEED Motorsports and removed from its packaging at the event. Mr. Lamb's air restrictor plate had a raised ridge around the outer perimeter of the 41mm opening and the control part from Mazda did not. The SOM concluded Mr. Lamb's part had been modified in violation of the GCR. Mr. Thoennes also performed this same inspection, but he had multiple air inlet restrictor plates from Mazda for comparison. Mr. Thoennes noted that most air restrictor plates supplied by Mazda did not have a raised ridge, but one did. Due to the one example direct from Mazda with a raised ridge, Mr. Thoennes stated he could not determine the air restrictor from Todd Lamb's car had been modified.

Todd Lamb informed the officials at the event that his engine had been completely dismantled the previous weekend following an event at a competing sanctioning body and found to be in total compliance. He stated he could not be sure if the air inlet restrictor plate put into the engine during the rebuild was the same one checked the previous week.

The COA received new evidence from Tim Buck that MAZDASPEED Motorsports Development had inadvertently supplied 17 oversize 41mm restrictor plates to competitors. He advised that a third party was machining the plates, and that company delivered 50 oversized plates to Mazda. Due to various factors Mazda did not discover they received and shipped defective parts until Mr. Lamb made an inquiry with them following his disqualification. Mazda confirmed with their supplier that oversized air restrictor plates were supplied and took steps to correct the problem. Mr. Buck stated they shipped a defective 41mm air inlet restrictor plate to Mr. Lamb on August 22, 2007. Per Mr. Buck, Mr. Lamb should have received the part within a week of shipping.

The COA commends the technical staff and SOM at the event, and Mr. Thoennes, for the thoroughness of their measurements and documentation. The determination made by the SOM was within their authority based on the facts they had at the event. However, the new evidence from MAZDASPEED Motorsports Development and Mr. Thoennes causes the COA to render the following decision.

## **DECISION**

The SOM decision is modified as follows:

- Disqualification – Upheld in its entirety. The part was noncompliant as raced at the event and the competitor is responsible for affirming conformance regardless of where the part is obtained. The three penalty points for disqualification will remain on Mr. Lamb's license.
- Loss of SARRC Season Points – Overturned. Based on evidence supplied by Mazda, it cannot be affirmed that the noncompliant 41mm air inlet restrictor plate was used at any other SARRC event.
- 60-day Suspension – Overturned. Based on evidence supplied by Mazda and Mr. Thoennes, it cannot be affirmed there was any attempt by Mr. Lamb to knowingly circumvent the SARRC rules or the GCR.

Mr. Lamb's appeal is well founded and his appeal fee, less the amount retained by SCCA, will be returned.

# SOLO EVENTS BOARD MINUTES

SEB BOARD MINUTES | Oct. 24, 2007

The Solo Events Board met by conference call October 24th. Attending were board members Jason Isley, Ron Bauer, Andy Hollis, Marcus Merideth, Donnie Barnes, Steve Wynveen, and Tina Reeves. Also attending was Doug Gill of the National Staff. These minutes are presented in topical order rather than in the order of discussion.

## GENERAL

- All category and specialty advisory committees are anticipating possible openings for 2008. Members interested in serving on one of these committees should submit their qualifications and area of interest to the SEB in writing via the National Office.
- The Divisional Solo Steward position for the Central Division is becoming open, and interested members should submit their qualifications in writing to the SEB via the National Office.

## STOCK CATEGORY

- Per the SAC, the proposed move of the Mini Cooper S from GS to DS has been withdrawn.

## NOT RECOMMENDED

- Move Mini Cooper JCW from BS to DS

## TECH BULLETINS

- 1) Stock: The following new listings, effective immediately upon publication, are added for Appendix A:  
Dodge Caliber SRT-4                      DS  
Infiniti G37                                      FS  
Volvo C30                                        GS  
Honda S2000 CR                              AS (the SAC has indicated that performance of this car will be closely monitored and like all new listings this one is subject to the provisions of 3.2)
- 2) Stock: The Camaro SS and Firebird WS6 listings in F Stock should be amended to read as follows:  
Chevrolet Camaro SS, base car only, including GM installed 1LE (98-02)  
Pontiac Firebird Trans Am & Formula, WS6, base car only, including GM installed 1LE (98-02)
- 3) Street Touring: The first sentence of 14.12.6 should read "Any high flow catalytic converter(s) are allowed, but must attach within six inches of the original unit."
- 4) Prepared: Per the PAC, the Mazdaspeed 3 is added to FP as a new listing, effective immediately upon publication.

# SOLO NATIONAL APPEALS COMMITTEE JUDGMENT

## Judgment of the National Appeals Committee

Bob Sonntag BM #36 vs. Tommy Saunders BM #199  
Solo Nationals  
September 26, 2007

## PRIOR PROCEEDINGS AND FACTS IN BRIEF

On September 26 at 2: 57 PM, Bob Sonntag protested the allowance of a provisional run for Tommy Saunders. The Protest Committee investigated the incident and found the provisional run allowance to be in error.

## Dates of the Court

The Solo Events Board appointed National Appeals Committee, Tina Reeves, Donnie Barnes and Marcus Merideth met on October 30, 2007 to review and render a decision on the appeal. Mr. Saunders was unavailable and the meeting was adjourned until November 7, 2007 to allow Mr. Saunders the opportunity to address the committee. Mr. Sonntag declined the opportunity to speak to the committee.

## Documents and Other Evidence Received and Reviewed

1. Letter of Appeal from Tommy Saunders.
2. Original Protest Filing and subsequent Protest Committee Report.

## Findings

The Committee upholds the findings of the Protest Committee. The provisional rerun is not allowed.

Competitors are reminded that protests regarding rulings by an event official are to be written as protests on that event official and not on involved competitors. Competitors are also to be vigilant in their approach to these events in order to keep them as safe as possible, but safety can only be used as a defense when they act clearly in that pursuit.

## RALLYCROSS BOARD MINUTES

RALLYCROSS BOARD MINUTES | Nov. 12, 2007

RallyCross Board meeting, called to order at 8:00pm, November 12, 2007

RxB members present: Jayson Woodruff, Tom Nelson, Mark Utecht, Matt Nichols, John Barnett, Mark Walker, Chair. Others present: Howard "Duck" Allen, BoD Liaison, Howard Duncan, VP Rally/Solo, Pego Mack, Rally Manager

The minutes from October read and accepted.

Committee reports:

\* Safety- discussed Fowlerville, Detroit Region

\* New region program discussed

Old business: tread gap rule discussed

Discussed separation of duties between SS, event steward, and course designer. Clarifications added to Sanction form.

7.1.D changed \$1000 max fine to \$250 (Nelson/Utecht), PASSED

7.2 and 7.3 discussion - tabled till next meeting

Expulsion issue: 7.1.D changed to "Recommend expulsion to BoD" (Walker/Nelson), PASSED

New Business:

\* Tires and TireRack: tires that competitors used at national championship event discussion

\* 2008 national program discussed

Brent Carlson recommended by RxB to BoD to CINDIV RallyCross Steward position

National Convention discussed

The meeting was adjourned at 9:56pm.

## RALLYCROSS MEMO

Memo for RallyCross

RallyCross Board seeking candidates for RallyCross Divisional Steward in Southern Pacific Division and Great Lakes. Please forward a Rally resume and letter of intent to the [rxb@scca.com](mailto:rxb@scca.com).

## ROADRALLY BOARD MINUTES

ROADRALLY BOARD MINUTES | Nov. 7, 2007

The RoadRally Board (RRB) met via conference call on November 7, 2007.

Attending were: Kevin Poirier, Chairman, Chuck Edwards, Secretary, members Rick Beattie, Tim Craft, and Lois Van Vleet; Duck Allen, Board of Directors. Pego Mack, National Office, was unable to attend.

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

The October 2007 minutes were accepted.

United States Road Rally Championship

The 2007 USRRC was reviewed. The board noted that the number of competitors was higher than other recent years and that the quality of the three events was excellent.

The 2008 USRRC will be in Oregon. Because of the need to co-ordinate the dates with other events in Oregon the date will in the time period from late September 2008 to early November 2008. A firm date will be set as soon as possible.



#### New RRB Appointment(s)

Several applications were received and are being reviewed by the RRB. Tim Craft is retiring from the RRB.

#### National Championship Points

For National Championship Points Reporting only, Regional events shall combine classes until there are a minimum of two cars per class. The Regional event's general instructions shall specify the method for combining classes, if needed.

#### SCCA Convention – 2008

The convention will be in San Antonio, Texas in February. Seminar topics were discussed.

#### Year-end Awards

The Robert V. Ridges Award, the Division of the Year Award, and the Region of the Year Award were discussed. Nominations were tabled.

There being no further business and no objections, the meeting adjourned at 9:00 PM CDT.

#### Next Meeting

7:30 PM CDT on Wednesday, December 5, 2007.

## **ROADRALLY MEMO**

Memo for RoadRally

RoadRally Board seeking candidates for RoadRally Divisional Steward in and NorPac, Rocky Mountain and MidWest. Please forward a Rally resume and letter of intent to the [rrb@scca.com](mailto:rrb@scca.com)



**2008 SCCA National Convention Registration**  
**February 7-9, 2008**  
**Crowne Plaza Riverwalk ~ San Antonio, Texas**

Name \_\_\_\_\_ SCCA member # \_\_\_\_\_

Address \_\_\_\_\_

City/State/Zip \_\_\_\_\_

Day Phone (\_\_\_\_) \_\_\_\_\_ Evening Phone (\_\_\_\_) \_\_\_\_\_

Email \_\_\_\_\_

If you do not wish for your contact information to be listed in the SCCA National Convention Directory, please check here: \_\_\_\_\_.

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**BADGE INFO**

Name \_\_\_\_\_ Title: \_\_\_\_\_

Region of Record and/or Company Name \_\_\_\_\_

**REGISTRATION MENU**

<b>Full Convention Registration</b>	\$250.00	_____ on or before 1/4/2008
(Includes all meals and activities)	\$310.00	_____ on or after 1/5/2008
<b>Meetings Only Registration</b>	\$180.00	_____ on or before 1/4/2008
(All meetings but no meals)	\$225.00	_____ on or after 1/5/2008
<b>Thursday ONLY Registration</b>	\$ 90.00	_____ on or before 1/4/2008
(Includes all meals and activities)	\$110.00	_____ on or after 1/5/2008
<b>Friday ONLY Registration</b>	\$ 75.00	_____ on or before 1/4/2008
(Includes all meals and activities)	\$ 95.00	_____ on or after 1/5/2008
<b>Saturday ONLY Registration</b>	\$150.00	_____ on or before 1/4/2008
(Includes all meals and activities)	\$170.00	_____ on or after 1/5/2008

**PAYMENT METHOD**

By Check: Check # \_\_\_\_\_ Total amount enclosed: \_\_\_\_\_

By Credit Card: Visa/MC \_\_\_\_\_ Exp \_\_\_\_\_

Signature: \_\_\_\_\_ Date \_\_\_\_\_

**SPECIAL ACCOMMODATIONS**

Indicate any dietary needs: Diabetic: \_\_\_\_\_ Vegetarian: \_\_\_\_\_  
Allergies: \_\_\_\_\_

All convention facilities are wheelchair accessible. Please indicate what type of accommodations you will need at the Convention. \_\_\_\_\_

# 2008 SCCA National Convention

Registration is now open! We hope you're able to join us at SCCA's 2008 National Convention in San Antonio, Texas! In keeping with our theme, we are adapting this year's Convention to better fit the needs and requests of you, our members, who support this great event with active participation! All crucial information pertaining to the convention can be found in the content of this information bulletin.

The Convention will officially begin Thursday, February 7, 2008 at 9:00 am and will conclude with the Awards and Hall of Fame Banquet Saturday, February 9, 2008.

## How do I register for the convention?

We are offering three fast and easy ways to register:

- 1) **Online** at [www.scca.com](http://www.scca.com)
- 2) **Fax** the attached form to 785-232-7213
- 3) **Mail** the attached form to:           SCCA Convention  
  P.O. Box 19400  
  Topeka, KS 66619-0400

Registrations received on or before January 31, 2008 will receive an email registration confirmation. Please note that we've modified the registration categories, and you can now register by day only and even register for "meetings only".

## Convention Cancellation Policy

Cancellations will be assessed a \$25.00 administrative fee until January 25, 2008. Cancellations on or after January 26, 2008 are not refundable.

## Hotel Information

Convention hotel is the Crowne Plaza Riverwalk, 111 East Pecan Street, San Antonio, TX 78205. You are responsible for making your own hotel reservations. SCCA has reserved a block of guest rooms at a special Convention rate of \$120.00 for single/double, \$130.00 for triple and \$140 for a quad plus taxes. ***These rooms will be available at SCCA's Convention rate through December 31, 2007 only so reserve your room today!***

You may book your reservations online or by phone...

**Online:** [Online Hotel Reservations](#)

**Phone:** 1-800-381-9553 and ask for the special rate for the Sports Car Club of America (group code - D49) at the RIVERWALK.

## Need to share hotel expenses?

We have provided a convention discussion forum on [www.scca.com](http://www.scca.com) where you can post hotel and transportation sharing requests. This is a service provided for our members; SCCA is not responsible for individual arrangements or guarantees.

## Convention Schedule

The Convention Schedule is ever-changing through the course of the year. We allow this to ensure a logical schedule with relevant content. Once the schedule has been posted to the website, we will email a schedule to 2008 Convention Registrants with valid email addresses; otherwise, a hard copy will be mailed to you.

## Airport and Transportation Information

The San Antonio Airport (SAT) is 8 miles from the hotel. Estimated transportation charges are Shuttle (one way per person) \$14.00; Taxi (one way with 2-3 people) \$20.00. From San

Antonio International Airport take HWY 281S to IH-35S exit Main Ave, turn left under highway, turn left onto Pecan Street and the Hotel is on the left.

### **Special Assistance**

We are committed to offering reasonable accommodations to enable everyone to fully participate in the Convention. All Convention facilities are wheelchair accessible. If you have any questions about accommodations, please contact Melissa Flesher at [mflesher@scca.com](mailto:mflesher@scca.com) or 1-800-770-2055, ext 332.

### **Onsite Registration Information**

Onsite registration will be in the "Preconvene" area of the hotel's 2<sup>nd</sup> floor. All attendees must visit Registration to sign the waiver and receive name badges and other convention materials. Registration hours will be:

Wednesday: 5:00 pm – 9:00 pm  
Thursday: 8:00am - 11:30 am & 12:30 - 7:00 pm  
Friday: 8:00am – 11:30 am & 12:30 - 4:00 pm  
Saturday: 8:00am – 12:30 pm & 5:00 pm – 6:00pm

### **Enjoying San Antonio**

San Antonio, Texas offers a wide variety of entertainment, dining and cultural activities. The city is home to the Alamo, the Riverwalk, several Spanish missions, the Spanish Governor's Palace, and other historical sites. For more information contact the San Antonio Convention and Visitors Bureau web site at <http://www.sanantoniocvb.com/>.

### **Dress Code**

Casual attire is appropriate for all Convention sessions and lunches. The Saturday evening banquet is more formal and we recommend the appropriate dress attire for men and women.

### **Questions? Comments?**

Email: [Convention@scca.com](mailto:Convention@scca.com) or call 800-770-2055!

## QUICK LINKS

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

### CLUB RACING

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

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

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

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

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

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

### SOLO

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

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

### RALLY

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

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

### SCCA NATIONAL CONVENTION

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

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