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EFFECTIVE FIRST DAY OF THE COVER MONTH UNLESS OTHERWISE NOTED March 2007

CLUB RACING BOARD MINUTES

CLUB RACING BOARD MINUTES | *Jan. 31-Feb. 4, 2007*

The Board of Directors, Sports Car Club of America, Inc. met in San Antonio, January 31st, through February 4th, 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, Michael Sauce, and K.P. Jones. Jim Julow, President, Jeff Dahnert, Vice President of Finance, Eric Prill, Vice President Marketing and Communications, Peter Lyon, Risk Management, Howard Duncan, Vice President Rally/Solo, Terry Ozment, Director of Club Racing, Ken Patterson, Chairman of the Stewards, Bob Dowie, Chairman, Club Racing Board, Marcus Merideth, Chairman, Solo Events Board, Mark Walker, Chairman, RallyCross Board, Kevin Poirier, Chairman Road Rally Board, Jeremy Thoennes, Technical Services Manager, also participated.

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

MOTION: To approve the minutes of the January 8th, 2007 meeting. (Christian / Sauce) PASSED, Unanimous.

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PRESIDENTS REPORT

Jim Julow indicated that the National staff is conducting a review of some existing processes and will bring recommended improvements to the Board of Directors in May. He reported on the factors that led to the positive financial performance for 2006. He highlighted some of the activities planned for the National Convention.

FINANCE AND ADMINISTRATION

Jeff Dahnert reported that the SCCA Inc. finished 2006 in the black.

SOLO /RALLY

Howard Duncan reported on Road Rally, RallyCross and Solo plans for 2007. He also highlighted plans for the Street Survival Program.

CLUB RACING

Terry Ozment reported on the 2006 Runoffs participant survey. Information from the survey is being incorporated in plans for improvement to the event in 2007. A summary of the results will be published to the membership.

MEMBER SERVICES

Colan Arnold reviewed items to be presented to the National Convention attendees for their evaluation and input.

CLUB RACING BOARD

Bob Dowie, reported on a number of items under consideration by the Club Racing Board.

MOTION: To approve the following PDX sanction fees; $100 for a stand alone PDX, and $50 for a PDX in conjunction with a SCCA sanctioned Drivers School, Regional or National Race. (Sauce/ Allen) PASSED, Unanimous.

MOTION: To change the fourth line of GCR section 9.1.10 to read as follows:
~~Super Touring~~ ST (ST)
(Sheridan/Sauce) PASSED. Unanimous.

MOTION: To approve the following changes to the GCR as recommended by the Club Racing Board. (Sauce/Allen) PASSED. Abstaining, Porterfield, Christian.

Formula

Item 1. Effective **2/1/07**: Change section 9.1.1.A.5.9 to read as follows:

9. Shocks

a. NO MODIFICATIONS ALLOWED. 4 Bilstein shocks ~~are the only permitted shocks allowed~~, Part # WM203001 *or 4 Penske shocks, Part # WM1180090. Same type on all four corners.*

b. Only shims provided on the shocks are legal. No bump rubbers, packers or modification to shims are allowed.

c. ~~The only adjustment will be at the spring perch.~~ Adjustments for the Bilstein will be at the perch and with pressure (if rebuilt). Adjustments for the Penske are rebound or at the perch.

d. Bilstein shocks may be used in the original configuration or may be rebuilt. Both shock types can only be rebuilt by SCCA Enterprises or its authorized rebuilder.

e. All shock absorbers must be sealed by SCCA Enterprises or its authorized rebuilder.

Sports Racer

Item 2. Effective **2/1/07**: Change section 9.1.9.G.9 to read as follows:

9. Shocks

a. NO MODIFICATIONS ALLOWED. 4 Bilstein shocks ~~are the only permitted shocks allowed~~, Part # WM203001 *or 4 Penske shocks, Part # WM1180090. Same type on all four corners.*

b. Only shims provided on the shocks are legal. No bump rubbers, packers or modification to shims are allowed.

c. ~~The only adjustment will be at the spring perch.~~ Adjustments for the Bilstein will be at the perch and with pressure (if rebuilt). Adjustments for the Penske are rebound or at the perch.

d. Bilstein shocks may be used in the original configuration or may be rebuilt. Both shock types can only be rebuilt by SCCA Enterprises or its authorized rebuilder.

e. All shock absorbers must be sealed by SCCA Enterprises or its authorized rebuilder.

MOTION: To approve the following change to the GCR as recommended by the Club Racing Board. (Holtz/Lybarger) PASSED. Abstaining, Porterfield, Christian, Allen.

Sports Racer

Item 1. Effective **2/1/07**: Change section 9.1.9.C. **SPEC RACER FORD SPECIFICATIONS CHASSIS** as follows:

F. Tires: Dry: Goodyear Eagle "Spec Racer Ford"; size 22" x 7" x 13", Model D2525. Wet: ~~Yokohama A008 Spec Racer or A021, size front: 185/60R13, rear: 205/60R13; or~~ Goodyear Eagle "Spec Racer Ford"; size 22" x 7" x 13", Model D2524.

MOTION: To rescind Touring/SS Item 9 (August BoD meeting). (Sauce/Lybarger) PASSED. Opposed, Jones Abstaining, Porterfield.

T/SS

Item 9. Effective 11/1/06: Remove the BMW Z4 from SSB. Note – the car will remain a T3 car.

NOTE: With the recent shift of the Touring class names above, this car will compete in T4 for 2007.

EXECUTIVE STEWARDS

Ken Patterson reported on the status of the Stewards program.

MOTION: To modify a previous action by the Board as follows: That the Club Racing Department be authorized and directed to release copies of any and all CSA's, RFA's and actions of the SOM, exclusive of witness reports and diagrams, created at an event, to the Race Director and/or RE of the Region responsible for said event, upon their written request for same. (Jones/Fairer) PASSED. Unanimous.

MOTION: To rescind all actions by the Board of Directors regarding the release of CSA's, RFA's and actions of the SOM to the Race Director and/or RE of the Region. (Holtz/Lybarger) PASSED. Voting No, Fairer, Allen, Sauce, Jones

SOLO EVENTS BOARD

Marcus Meredith reported plans to improve the tracking of member requests to the SEB.

MOTION: To approve the following appointments:

Divisional Stewards
Jason Tipple, Great Lakes
Brian Nemy, Northern Pacific
Heywand Wagner, Southeast

Divisional Safety Steward
Aruch Poonsapaya, Central

(Fairer/Clark) PASSED. Unanimous

RALLYCROSS BOARD

Mark Walker reported on plans for expansion of the RallyCross program in 2007.

MOTION: To accept the recommendation of the RallyCross board that Michael Malsed be approved as the SoPac Division RallyCross Steward effective immediately. (Porterfield/Allen) PASSED. Unanimous.

MOTION: Approve the appointment of Jayson Woodruff and Matthew Nichols to the RallyCross Board. (Allen/Sauce) PASSED. Unanimous.

ROAD RALLY BOARD

Kevin Poirier reported on Road Rally growth opportunities for 2007.

SCCA FOUNDATION

Larry Dent reported on the status of the Teen Driving Program.

SCCA ENTERPRISES

The Board of Directors acknowledged that SCCA Enterprises has announced a FormulaCar Magazine Championship for their formula car. The SCCA Board of Directors has no interest in this matter.

OLD BUSINESS

None

NEW BUSINESS

MOTION: The Board of Directors would like to acknowledge and congratulate Eric Prill on his promotion to Vice President, Marketing and Communications and looks forward to working with him in his new capacity. (Introne/ Gordy) PASSED, Unanimous.

MOTION: That Jim Julow investigate the feasibility of those improvements to the Heartland Park Topeka track changes for 2007and 2008 that would not require further commitments from the SCCA, and also opportunities to move the date of the event earlier in the year. (Sheridan/Lybarger) PASSED, Unanimous.

MOTION: To adjourn. (Fairer/Gordy) PASSED.

Respectfully submitted,

Jim Christian
Secretary

CLUB RACING BOARD MINUTES

CLUB RACING BOARD MINUTES | *Feb. 1-4, 2007*

The Club Racing Board met at the National Convention in San Antonio, TX, February 1-4, 2007, and by conference call February 6, 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 and Bob Lybarger and Mike Sauce, BoD Liaisons; Terry Ozment, Director of Club Racing; Jeremy Thoennes, Technical Services Manager; John Bauer, Technical Assistant Club Racing; and Lauri Burkons, CRB Secretary.

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

SUBMITTED TO BoD FOR APPROVAL

Please address all comments, both for and against, to the Club Racing Board.

GCR

Item 1. Effective 11/1/07: Add the following to section 4.4.4.E:

Licenses accepted in section 3.1.4 paragraphs 1 and 3 shall be accepted in lieu of requirements as listed in section 4.4.4.A.1 and 2 for issuance of a Regional Competition License.

Item 2. Effective 11/1/07: Add the following to section 9.3.27:

Swaged or pressed-in carburetor and fuel pump fuel fittings must be replaced with threaded fittings. The carburetor body and/or fuel pump may be drilled and tapped to accept threaded fittings.

Formula

Item 1. Effective 11/1/07: Change section 9.1.1.C.5.i as follows:

Ignition points *or drop-in ignition triggering module (e.g., Pertronix).*

Item 2. Effective 11/1/07: Replace section 9.1.1.C Formula Vee Preparation Rules with the following:

1. Background

A. History and philosophy of the class

Formula Vee was recognized by SCCA in 1963. The class is highly restricted, originally requiring the use of genuine VW parts "from the standard Volkswagen 1200 Sedan Series type 1, US model sedan as imported by VW" in the engine, drivetrain and suspension. Over the years, the rules have changed slowly to maintain parts availability and allow a gradual evolution of the class. However, the focus remains the same: to provide a cost effective, highly competitive class that, through consistent and tightly controlled component and preparation rules, emphasizes driver ability rather than technological development of the car. Today, as throughout its long history, FV is one of the most highly subscribed classes in SCCA. The goal of these rules is to maintain both the competitiveness and cost effectiveness of the class.

B. Definition

A formula for single-seat, open-wheel racing cars based on standard Volkswagen 1200 series Type 1, U.S. model sedan (imported by VW) components, and restrictive in specifications so as to emphasize driver ability and preparation rather than design and technology of the car.

Formula Vee is a **Restricted Class**. Therefore, any allowable modifications, changes, or additions are as stated herein. There are no exceptions. **IF IN DOUBT, DON'T**. Homologation is required for all cars registered after January 1, 1983.

No component of the engine, power train, front suspension, brakes shall be altered, modified, or substituted unless specifically authorized. Mass-produced, direct replacement components may be substituted for the following as long as they are of the same material and dimensionally identical to the original VW components they replace:

- VW transmission components
- Rear axle components
- Front suspension
- Brake components

These replacement parts must be generally available to all competitors and must offer no competitive advantage over the original VW parts. Replacement engine components are allowed as described in section C.5.

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

Engine components shall be assembled in standard configuration. Exceeding the wear limits specified in the VW manual or other official VW guides is allowed provided that tolerances, dimensions, and specifications stated in the GCR are met.

2. Weight and Dimensions

Minimum weight as qualified or raced, with driver: 1025 lbs.

Wheel base, minimum: 81.5”

Wheel base, maximum: 83.5”

Track, front: Standard VW – maximum 52.5” (no spacers allowed)

Track, rear: 49-13/16” + 7/8” - 5/8”

Overall length, minimum: 123” (includes exhaust)

Overall length, maximum: 127” (includes exhaust)

Body height at firewall
(bottom of frame to top of bodywork),
minimum: 25”

3. Suspension

A. The front suspension and steering shall be standard VW Sedan as defined herein, or an exact replica of the same material and dimensionally identical. The following modifications are allowed:

1. Removal or modification of spring packs including the use of ride height adjusters incorporated into the front beam provided they are not adjustable from the cockpit. At least one spring pack shall be retained as the primary spring media for the front suspension.

2. The use of any anti-sway bar(s), mounting hardware, and trailing arm locating spacers.

3. The use of any direct acting, tube type shock absorber(s) mounted in a longitudinal, vertical plane and acting through the standard mounting points. Spring shocks and linkage activated shocks are prohibited.

4. Relocation of the steering gearbox to any position utilizing an appropriate mounting structure and replacements of the tie rods. Steering damper mount and/or the steering box locating bumps may be removed.

5. Any desired pitman arm may be used.

6. Steering column may be altered or replaced and any steering wheel may be used.

7. Standard steering arms may be altered or replaced and speedometer cable hole may be plugged. No other modification of the wheel spindle is permitted. Non-VW replacement spindles shall maintain the same bearing dimensions and locations and shall maintain the geometric relationship between the spindle and the king pin bore and boss.

Wheel tethers are recommended. If wheel tethers are used, a hole may be drilled in the spindle for the purpose of attachment.

8. The rubber portion only of the bump stop may be altered or removed.

9. Caster, camber, and toe in/out settings are unrestricted. Clearancing of carrier or trailing arm to eliminate binding is permitted. Offset suspension bushings and alternate locating spacers are permitted.

10. No structure, item, or component (including the battery) other than bodywork, can protrude further forward than ten (10) inches from the front of the lower axle beam tube. Any item protruding further than eight (8) inches must include a vertical safety plate. This plate must be constructed of no less than .060” 6061-T-6 aluminum or no less than 16 gauge steel. The plate shall have a minimum frontal surface area of 42 square inches, and shall have a height of not less than four (4) inches and a width of not less than six (6) inches. The plate may have no more than ½ inch curvature or deflection from the vertical plane, and shall be attached to the chassis (frame) at all four corners. The lower braces shall not exceed a 15-degree upward angle when measured from the horizontal plane of the lower frame tubes.

If a vented lead acid battery is mounted in front of the axle beam, it shall be encased in a marine-type container.

It is recommended that the front area of the nose be filled with foam to aid in impact absorption.

B. The rear axle assembly shall be standard VW sedan as defined herein with axle location provided by a single locating arm on each axle.

1. The rear axle tube may be rotated about its axis.

2. Coil spring(s) shall provide the primary springing medium, with telescopic shock absorber(s) mounted inside the spring(s). Cables, straps, or other positive stops may be used to limit positive camber. An anti-roll bar or camber control device may also be used. When said anti-roll bar or camber control device is removed, the required coil springs shall continue to perform functionally.

3. The shock absorber mounts may be modified.

C. Wheels shall be standard fifteen (15) inch X 4J as used on the 1200cc and 1300cc VW sedan as defined herein, or any steel (15) inch X 4.5J wheel within the track dimensions of C.2. Wheels may be balanced only by the use of standard automotive balance weights (adhesive or clip-on). Hub cap clips shall be removed.

D. Any tire size may be fitted, except that ungrooved radial race tires (radial slicks) are not allowed.

4. Brakes

A. Brake drums, backing plates, and wheel cylinders shall be standard VW Sedan as defined herein, or an exact replica of the same material and dimensionally identical. Ribbed-type rear drums (VW Part # N113-501 615 D or ICP Part # 113 501 615 D) may be used in place of the 1200 series rear brake drums. Rear backing plates may be from any Type 1 model year.

B. These cars shall be equipped with a dual braking system operated by a single control. In case of a leak or failure at any point in the system, effective braking power shall be maintained on at least two wheels. Any master cylinder(s) may be used.

C. A separate hand brake (emergency brake) is not required. Removal of the hand brake and operating mechanism is permitted.

5. Engine

A. The engine shall be a standard VW power plant, as normally fitted to VW sedans as defined herein. Any engine part(s), listed by the manufacturer (VW) as a current, superseding, replacement part for the standard VW 1200 series, Type 1, U.S. model sedan and interchangeable with the original part(s), may be used. Turbocharging is not permitted.

B. The engine/transmission shall be mounted in the chassis with the transmission to the rear.

C. The following component parts may be replaced with that of other manufacture, provided said part is of the same material, is dimensionally identical, and meets all other tolerances and specifications stated in the GCR.

1. Engine Case – Type I or Type III style single or dual relief cases only
2. Cylinder Heads
3. Cylinders (an O-ring for centering is permitted).
4. Pistons and wrist pins - minimum combined weight without clips or piston rings = 330.0 grams
5. Cam followers - Minimum weight = 60.0 grams
6. Connecting rods with bolts and small end bushing - minimum weight = 425.0 grams
7. Oil pump - exact replica of any standard VW oil pump
8. Distributor
9. Ignition points
10. Distributor cap
11. Fuel pump - any standard type VW fuel pump which can be fitted without modification of any other part
12. Crankshaft - minimum weight sixteen (16) lbs.
13. Crankshaft gear
14. Flywheel - minimum weight twelve (12) lbs.
15. Pressure plate, or alternate SACHS 211 141 025 DAM pressure plate
16. Clutch disc – 180mm nominal diameter only
17. Throw out bearing
18. Push rods
19. Push rod tubes

D. Allowed Modifications

1. Replacement of standard exhaust system with any exhaust system terminating one (1) to three (3) inches behind the rearmost part of the body.

2. Lightening of the flywheel to a minimum of twelve (12) lbs.

3. Balancing of all moving parts of the engine, provided such balancing does not remove more material than is necessary to achieve the balance except on those component parts where weights are specified.

4. The crankshaft may be ground and the case may be machined to accommodate the use of standard factory oversize/undersize crankshaft bearings, provided the crankshaft location is not changed.

5. Where minimum weights are specified, any lightening is permissible provided the original part complied with the dimensional restrictions set forth.

6. The following standard dimensions and tolerances of engine components are included as information and shall be

observed:

a. Maximum bore: 3.040 inches

b. Stroke: 2.520 inches +/- 0.005 inch.

c. Minimum capacity of combustion chamber in head: 43.0cc (Polishing and/or tooling is prohibited.)

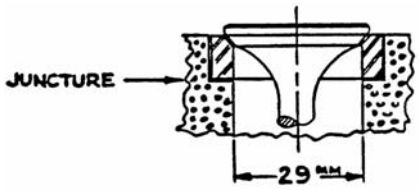
d. Minimum depth, top of cylinder barrel to top of piston: 0.039 inch.

The above dimensions may be achieved by machining any previously machined surface, provided that the total surface is machined on the same plane as the previously machined surface. The above dimensions shall be the average of all four (4) cylinders.

7. Complete or partial removal of any cooling duct component. Removal of the fan and the fan housing. Fan belt origin is unrestricted. The use of a fan belt is optional.

8. Installation of a spark plug hole repair utilizing standard thread repair methods, such as Helicoil or welding and rethreading is permitted providing that the spark plug centerline is not changed. The original size and shape of the combustion chamber must be maintained.

9. Polishing of the intake and exhaust ports, provided such polishing does not enlarge the intake port beyond 29mm (1.142") inside diameter and the exhaust port beyond 33mm (1.299") inside diameter. The measurements are to be taken at the juncture of the seat insert and the aluminum port material, and at the manifold face. Valve seat angles shall be machined as specified in the official VW Workshop Manual.



10. Replacement of intake and exhaust valve seats is allowed for the purpose of repair only. Valve Seats may not be moved from their original position. Welding is allowed to facilitate repair and installation of replacement seats. The original size and shape of the combustion chamber must be maintained. Installed seats may neither be proud or recessed of the combustion chamber surface.

Seat Dimensions				
	VW O.D. (inches)	Max O.D. (inches)	Max I.D. (inches)	Max Depth (inches)
Intake	1.385	1.445	1.142	0.375
Exhaust	1.265	1.315	1.299	0.375

Inside diameter of intake seat shall be 1.142" at the juncture of the seat to the aluminum on original seats, or a depth of 0.340" from the combustion chamber on replacement seats. This is to allow blending of the seat to the port. Valve seat angles may not be larger than the outer diameter of the original VW seat (1.385" intake, 1.265" exhaust).

11. The following standard dimensions are included for information only and must be observed:

a. Exhaust valve diameter: 1.102 or 1.18 inches

b. Intake valve diameter: 1.18 or 1.24 inches

c. Reprofiling of valves is not permitted.

12. Alternate exhaust valves are allowed provided the dimensions and materials are the same as standard (VW) exhaust valves.

13. In addition to the original VW manufactured valve, any mass produced, replacement intake valve may be used provided the material, profile, and finish remain essentially identical to the original VW valve, including the prominent lip at the inner edge of the valve seat. The valve must also meet the following dimensions:

- stem diameter: 0.305 inches minimum, measured just below the keeper grooves
- head diameter 1.24 inches maximum
- length 4.450 inches maximum
- valve face width 0.090 inches minimum

- distance from combustion chamber face to seat surface (including any chamfer at valve head) 0.020 – 0.090 inches

- stem diameter within 1.25 inches of the head of the valve 0.293 inches minimum.

14. Valve springs are unrestricted providing:

a. No more than one spring shall be used per valve.

b. Any steel spring cap and retainers may be used.

c. Spring shall be made of steel.

d. Valve spring shims may be used.

15. Rocker arms may be lightened to a minimum weight of 80.0 grams. VW parts must be used, from 1200, 1300, 1500 or 1600 Type 1 engines; 1:1 or 1.1:1 ratios only.

16. Rocker arm shafts may be modified or replaced by those of other manufacture, including shafts that replace the stock clips with a solid center spacer and bolt on end caps/washers. Wave type spacer washers may be replaced by solid steel type flat washers.

17. The rocker arm shaft assembly may be shimmed out on the cylinder head mounting studs by placing appropriate shims between the cylinder head mounting boss and the blocks on the rocker arm shaft assembly.

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

19. Fitting of any standard Solex 28 PCI or 28 PICT carburetor and any jets may be used. Any venturi of standard VW/Solex dimensions may be fitted without alteration to the carburetor body. The venturi shall be fitted in the standard position, but its internal diameter may be machined. The carburetor may be rotated 180 degrees about its vertical axis. Modification of the float is allowed as long as no change is made to the float chamber and/or float valve.

The carburetor must remain untouched with the following exceptions:

a. No material shall be added.

b. Bead-blasting is permitted for cleaning only.

c. Throttle shaft - Shall be a minimum of 0.185” with throttle plate installed. Machined sides shall remain flat and parallel with no chamfering or radiusing.

d. Throttle Plate - Shall be a minimum of 0.053”, flat and parallel with no chamfering or radiusing. Diameter shall be a minimum of 1.095 inches.

e. Carburetor Top - The junction of the bowl and bore may be radiused. The bore beneath the radius shall be a maximum of 1.120 inches. Accelerator pump boss shall remain original. The orifice in the base of the accelerator pump boss shall not allow a #56 (0.046 in.) drill bit to pass through (maximum hole diameter shall be less than 0.046 in.).

f. Carburetor Body - The removal of flashing from internal surfaces is permitted, but no additional material is to be removed from the casting in the area of the bore, emulsion tube carrier, or any carrier supports. Bore diameter from throttle shaft down shall not exceed 1.110 inches.

g. Carburetor air cleaner and choke mechanism may be removed. Choke shaft holes may be plugged. Plugs may not protrude into the choke bowl.

20. The manifold heat riser tube and heat sink shall be removed. Removal of metal from the interior of the intake manifold and the interior rust-proofed is permitted provided that the following dimensions are not exceeded.

a. Down Tube: The down tube shall be measured at two different locations within an area between .500” and 2.00” above the horizontal manifold tube. Each measurement shall be taken four times, rotating around the circumference of the tube, and averaged. Averaged down tube dimension shall not exceed 1.140 inches O.D.

b. Horizontal Tube: The horizontal tube shall be measured at four different locations on each side of the down tube. The area to be measured on each side of the down tube is defined as being between the bend and a point that is 1.500” from the center of the down tube connection. Each measurement will be taken four (4) times, rotating around the circumference of the tube, and averaged. Averaged horizontal tube dimension shall not exceed 0.994 inches O.D.

c. The manifold shall not weigh less than 24 ounces.

d. All exterior surfaces shall be in original condition and unpainted but may have a thin, transparent coat of rust proofing material.

e. Matching of manifold flanges is permitted.

21. Voltage regulator, generator, and/or generator stand may be removed.

22. Fitting of any standard VW distributor (not restricted to 1200, series) may be used. Use of any standard 6- or 12-volt non-transistorized ignition coil is allowed. Coil mounting location is unrestricted.

23. A VW "D" camshaft, Part Numbers 113-109-015D,113-109-017D, 113-109-019D, 113-109-021D,113-109-023D, 113-109-025D, 13-109-027D, or an exact replica of the same material and dimensionally identical shall be used. The maximum lift at the valve spring collar with zero valve clearance is as follows:

a. Intake .354" + 0.000"

b. Exhaust .3365" + 0.000"

The camshaft profile shall match those which are specified by the official SCCA camshaft plots, plus or minus .002 inch. It is permitted to regrind the camshaft to duplicate the official SCCA profile. In so doing, the relationship between the centerlines of peak lift at the exhaust/intake lobes shall remain at 214 degrees fifteen (15) minutes, plus or minus 1degree. (Reference the Official SCCA Camshaft Checking Procedure). The camshaft timing may be changed in relationship to the crankshaft by utilizing an offset key at the crankshaft timing gear. Camshaft timing is unrestricted within the restrictions provided under 5.1 or as authorized above. The camshaft profile shall be checked using the official procedure published by the SCCA.

24. The crankcase may be machined to permit the use of standard VW camshaft bearing inserts, provided that camshaft location is not changed.

25. Crankshaft pulley is unrestricted and may be fitted with an oil seal. The engine case may be machined to facilitate the installation of an oil seal.

26. The installation of baffles housed completely within the original oil sump and crankcase.

27. The use of any oil temperature indicating device.

28. The oil pump cover may be modified or replaced.

29. An oil sump extension may be fitted utilizing the oil strainer cover plate, provided the extension does not extend horizontally beyond the edge of the oil strainer cover plate and the capacity does not exceed 250cc. The oil pump pickup pipe may be extended into the sump extension. Accumulators (Accusump) may be fitted.

30. Replacement of oil galley plugs with threaded plugs.

31. A single standard automotive oil filter of not more than one quart total capacity, and a suitable mounting bracket and by-pass valve may be installed. Modification to the lubrication system to facilitate installation of the oil filter is permitted. All components shall be contained within the body to the rear of the firewall.

32. Any oil cooler is allowed. Oil coolers shall be mounted completely inside a plumb line extending downward from the outermost edge of the bodywork.

33. An alternate oil pressure regulator spring and/or shims may be used.

34. The standard clutch operating arm may be modified to allow its attachment in any appropriate position. Dowel pinning of the clutch pressure plate to the flywheel is permitted.

35. The use of any starter is permitted provided it can be fitted without any modification to the engine/transmission.

6. Transmission/Rear Axle

A. The transmission/rear axle assembly shall be standard VW sedan, as defined herein.

B. The synchromesh components shall be in place and operating on at least three gears.

C. Reverse gear shall be operable from the driver's seat.

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

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

F. Allowed modifications:

Installation of any standard VW gear set which can be fitted without modification of any component of the transmission or of the gear set itself and the transposing of the ring gear to provide proper axle rotation. Permanent attachment of the synchro sleeve to 3rd and 4th gears is permitted.

Fully synchromeshed transmission

Gear	Part Number	# of Teeth	Ratio
1st	113 311 251A	10:38	3.8
2nd	113 311 261	17:35	2.06
3rd	113 311 275	22:29	1.32
	113 331 275B	23:29	1.26
	113 331 275A	23:28	1.22
4th	211 311 341	28:23	0.82
	113 311 341	27:24	0.8
Ring & Pinion	211 517 143A	8:35	4.375
	311 517 143B	8:33	4.125

Partly synchromeshed transmission:

Gear	Part Number	# of Teeth	Ratio
1st	113 309 251	10:36	3.6
2nd	113 309 261A	17:33	1.94
	113 309 261	17:32	1.88
3rd	113 309 275	23:28	1.22
	113 309 275A	22:27	1.23
4th	113 309 341A	28:23	0.82
Ring & Pinion	113 517 141A	28:23	0.82
	113 517 141B	7:31	4.43

There are different part numbers for various gears in addition to the ones listed here. This in general indicates changes on the parts such as:

Gear	Part Number	Ratio	Comment
4th	113 311 341	0.82	with key way
	113 311 341A	0.82	with splines
Ring & Pinion	113 517 143	4.125	6 mgt bolts
	113 517 143	4.125	8 mgt bolts

However, there are no other standard ratios than the ones listed here. A gear removed from a transmission can be identified by the number of teeth.

7. Ballasting

Ballasting is permitted, per GCR.

8. Frame

A. The frame/chassis shall be constructed of steel tubing of a maximum diameter or width of 4 inches and be of a safe and suitable design.

B. The driver's feet shall not extend beyond the rear of the front axle beam tubes.

C. There shall not be frame/chassis rigidity or strength derived by means other than the frame tubes. Stressed skin, monocoque, or semi-monocoque construction is not permitted, except that:

The firewall panel and undertray(s) may be rigidly attached to the frame tubes.

D. The undertray (belly pan) from the nose to the rear roll hoop shall not be wider than the bodywork at the bottom of the frame rail or no more than 1/4 inch wider (on each side) than the frame rail when the undertray has an upward turned edge that facilitates mounting the undertray to the chassis or that facilitates mounting the body to the chassis.

E. Engine bay undertrays shall be no wider than the frame rails in this area or no more than 1/4 inch wider (on each side) than the frame rail when the undertray has an upward turned edge that facilitates mounting the undertray to the chassis or that facilitates mounting the body to the chassis.

F. Any undertray(s) between the axle center lines shall be rigidly attached to the frame provided the curvature of said tray(s), measured vertically from the lowest point to the highest point at their attachments to the frame rail members at their sides, shall not exceed 1 inch and have no downward turned edges.

G. Transmission undertrays for cars with a rear subframe shall be no wider than the subframe or no more than 1/4 inch wider (on each side) than the subframe when the undertray has an upward turned edge that facilitates mounting the undertray to the subframe or that facilitates mounting the body to the subframe or 16 inches, whichever is wider. For cars without a subframe, the tray shall be no wider than 16 inches and shall not deviate more than 1 inch from the horizontal plane. Undertray must be firmly attached and have no downward turned edges.

H. The area between the upper and lower main frame tubes, or at least 14 inches above the floor pan whichever is greater, from the front roll hoop bulkhead to the rear roll hoop bulkhead shall be protected by one of the following methods to prevent the intrusion of objects into the cockpit.

1. Panel(s), minimum of either .060 inch heat-treated aluminum (6061-T6 or equivalent) or 18 gauge steel, attached outside of the main frame tubes.

2. Reinforced body - at minimum, consisting of a double layer, 5 ounce bi-directional, laminated Kevlar material incorporated into the body which shall be securely fastened to the frame.

For either method, fasteners shall be no closer than an average of 6 inch centers (no stress bearing panels). The material used for the chassis braces in this area shall be at least equivalent to the roll hoop brace material.

9. Body

A. The chart (figure - Section C.12) illustrates both the intended minimum frontal area and car configuration.

B. The rear bodywork shall enclose the engine by surrounding it from a point no higher than the lower edge of the intake manifold and extending from the front of the engine to its rear on each side.

C. The rear bodywork must have the ability to enclose the original Volkswagen fan shroud mounted in its stock location (see illustration in Section C.12).

D. The top of the rear bodywork shall extend from the back of the firewall to a point at least 16 inches to the rear of the centerline of the rear axle.

E. Any bodywork forward of the center of the torsion bar tubes shall have a maximum width of 31.75 inches (80.645cm).

F. No part of the frame or bodywork shall project beyond a plane connecting the vertical centerline of the front and rear tires.

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

H. The driver's seat shall be capable of being entered without the removal or manipulation of any part or panel.

I. Wings (airfoils) are prohibited.

J. Floor and safety equipment shall conform to Section 9 of the GCR.

K. A firewall to prevent passage of flame and debris between the engine area and driver's compartment shall extend the full width of the cockpit and be at least equal to the top of the carburetor in vertical height.

L. Air ducting may be attached to the carburetor and/or the engine.

M. Forward facing air ducts may be installed for the purpose of delivering cooling air directly to the engine, cylinder heads, oil cooler, and/or carburetor. If these ducts are within the profile area defined in Section C.12, then the ducted air must make a 90 degree bend within the bodywork.

N. Air duct openings may be located within the cockpit area, and/or penetrate the firewall, provided the duct is baffled or the firewall is extended to prevent flame and debris from reaching the driver. Any shape may be used to form firewall extension. Any other firewall inlet shall also prohibit passage of flame and debris. (Recommended: **All** of this extension be the same width as the firewall, allowing for bodywork contour limitations, and extend in a horizontal plane back 2 inches, minimum, past the carburetor body.)

O. The bottom of any bodywork that extends below the frame members shall be on the same flat plane as the undertray (ref. C.8) and shall not deviate from that flat plane by more than 1 inch front to rear effective for any newly registered cars after January 1, 1983.

P. The rear locating arm(s), coil spring(s), and shock absorber(s) shall not be faired in and shall be visible from the side without removal or manipulation of any part or panel.

Q. The front suspension upright(s) (shock absorber mounts), shock absorbers, and/or trailing arms shall not be faired in by covering or shrouding away from the air-stream except that the front shocks may be mounted behind the shock uprights.

10. Non-Standard Parts

The use of the following non-standard replacement parts is permitted provided that no unauthorized modification of any other component results.

A. Fasteners (nuts, bolts, screws, etc.)

B. Wiring

C. Gaskets and seals

D. Brake lines and fuel line

E. Spark plugs (maximum ½ inch reach)

F. Piston rings

G. Wheel bearings

H. Connecting rod bearings and crankshaft main bearings of same type and size as standard VW

I. Brake shoes and brake lining

J. Valve guides

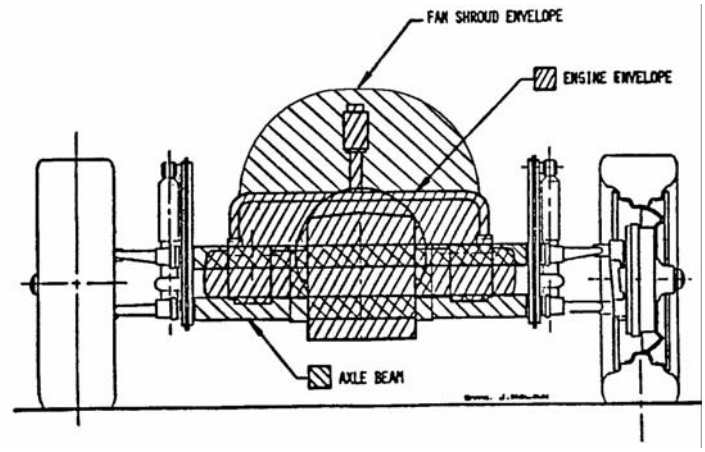
11. Battery

A. The use of any single 6- or 12- volt battery is permitted to power the starter and engine ignition system.

B. Any secondary batteries connected only to gauges, and communications or data acquisition equipment are allowed.

12. Front View

The following illustrates a fan shroud in its stock location.



Grand Touring

Item 1. Effective 11/1/07: add to section 9.1.2.F.4.j.6 to read as follows:

Brake ~~rotors,~~ calipers, and/or drums are unrestricted except as limited by the GTCS for a specific make/model. *Brake rotors shall be ferrous material but are otherwise unrestricted.* Brake rotors/drums shall be located in the original position (e.g. inboard vs. outboard). ~~Carbon brake rotors are prohibited.~~

Item 2. Effective 11/1/07: Add a new section G to section 9.1.2.F.4.i.5 as follows:

G. GT cars using fuel injection must carry a weight penalty of 2.5 percent of the weight as listed on the spec line.

Note: The minimum vehicle weight must be rounded to the nearest pound.

Item 3. Effective 11/1/07: All cars in GTL with an intake restriction must use an SIR. Delete section 9.1.2.F.4.i.10 in its entirety.

Improved Touring

Item 1. Effective 11/1/07: Move the Honda Civic DX (sedan and HB) from ITA to ITB at a new spec weight of 2,240 lbs.

Production

Item 1. Effective 11/1/07: Reclassify the 84-87 Civic / Civic Si and 84-87 CRX / CRX Si 1.5L 12V from FP to GP at 2,200 lbs.

Item 2. Effective 11/1/07: Reclassify the 84-87 limited prep CRX/Si and 84-87 Civic/Si from GP to HP at 1,850 lbs.

RECOMMENDATIONS TO THE BoD

None

MEMBER ADVISORIES

Formula

1. The CRB has received input on the issue of a spec tire for the FF class. Based on this input the CRB will not be implementing a spec tire at this time. We will continue to monitor the tire situation.

2. The CRB has received input on the issue of an alternate engine for the FF class. Based on this input the CRB will not be considering alternate engines at this time. We will continue to monitor the supply and cost issues associated with the current engine.

Improved Touring

The CRB and the ITAC wish to get member feedback on a modification of the existing rules regarding the ECU (Engine Control Unit) allowances in Improved Touring.

The existing rule, known as the "inside the stock housing" rule, creates an arbitrary situation that allows some, but not all cars, to modify or replace their ECUs at varying degrees of cost and complexity. As it stands, the wording of the existing rule constrains certain cars from doing anything, while allowing others to run complete engine management systems, including, in some instances non stock sensors.

Significantly, all cars in IT are classed using a process that includes presumed gains from the ECU change. As not all cars can affect those changes, competition inequities result.

Increasingly, more and more cars are delivered with complex and interwoven systems that interfere with racing by limiting engine rpms, top speed, stability management as well other issues, some as yet unseen.

Therefore, the CRB would like to solicit member response to three options:

1. **Keep the current rule and wording.** In this case, there would be no changes to the existing wording.

2. **Allow chip replacements and reprogramming of stock chips.** The intent with this option is to eliminate the practice of replacing the stock ECU with aftermarket control systems. Chips may be removed and replaced or reflashed. All modifications must be done through the original chip solder points. This will give options, but the complexity of such changes and the availability of commercially available solutions will vary from car to car. The intent with this option is to simplify the possibilities, but the performance parity may suffer compared to other options.

   9.1.3.D.1.6 :

   ECUs may be altered by reprogramming the stock chip(s), or by removing the stock chip(s) and replacing with any assembly using the same connection points. Any assembly must fit within the stock ECU enclosure. Installation of fixed resistors is allowed between the sensor and the OEM wiring harness. Adjustable fuel pressure regulators are allowed.

3. **Allow open engine control system replacement.** The current state of electronics has spawned a number of inexpensive EMS (Engine Management Systems) that are more *approachable* to the average racer. For these reasons, it seems prudent to open up the existing rule by removing the "in the box" clause, so as to allow the substitution of these systems. Furthermore, as some systems operate better with certain sensors, specific sensors will be allowed to be added.

   However, the existing Air Flow Meter (AFM) or equivalent device, must be retained and operate as delivered from the factory completely unaltered.

   By opening up the ECU rule to aftermarket systems, it is felt that more racers will be able to achieve "process power" and at lesser price points. As the IT classing process already presumes ECU gains, no performance increase is anticipated over what is currently achievable or predicted.

   9.1.3.D.1.6

   Altering or replacement of the engine management computer is allowed. The addition or substitution of a throttle position sensor and/or a MAP sensor and the associate wiring is permitted. Existing sensors, excluding the stock air metering device, may be substituted. Adjustable fuel pressure regulators are permitted.

Where possible, wording has been removed that reminds competitors of things not permitted, such as the modification of the stock ECU box. As the category is based on the cornerstone principle that nothing may be modified unless specifically authorized, the extra wording can be counter productive.

Please forward your comments to the CRB.

NEW CAR CLASSIFICATIONS

GT3 – Nissan/Datsun 240-Z / 260-Z / 280-Z

GTL – Nissan 240SX (S13/S14)

ITR – BMW 325i/ci E46 (01-02)

ITR – BMW 328i/ci E46 (99-00)

ITB – Mini Cooper (2002)

FP – Volkswagen Jetta (85-92)

REFERRED or TABLED

GCR

1. Clarify the double yellow flags (Walther). Tabled for committee input.
2. Homologate the Allison Legacy race cars (Chapin). Tabled for the requestor to submit an engineer's report for the alternate cage.
3. Change the language in section 8.4.8 to National races held 31 days before the Runoffs to 40 days (Entriken). Tabled for committee input.
4. Modify the fuel requirements for cost reasons (Richter). Tabled for committee input.
5. Change the passing after an incident language (Treffeisen). Tabled for committee input.
6. Add language regarding participant conduct (Sprecher). Tabled for committee input.
7. Recommendations for medical safety (Butler). Tabled for committee input.
8. Lower the minimum competition license age (Brunelli). Tabled for committee input.

Formula

FA – Allow the 13B engine in FA (Drummond). Tabled for committee input on the specifications.

Grand Touring

GT3 – Classify the Porsche 911 3.0 liter (Jacalone). Table for further research.

Improved Touring

1. IT – Define "valance" (Sirota). Tabled for further research.
2. IT – Eliminate the allowance of hardtops in the spec lines for consistency (Robertson). Tabled for committee input and language.
3. IT – Allow alternate ECUs (Jones). Tabled for further research.
4. IT – Correct the Saturn classifications (Keller). Table for VTS sheet.
5. ITA – Classify the 1992-95 Honda Civic EX (Arnold). Tabled for further research.
6. ITA – Reclassify the 1983-84 Shelby Charger to ITB (Hoffman). Tabled for review of the VTS sheet.

Production

1. P – Review the carburetor and manifold specs for the VW Scirocco (Coffin). Tabled for further research.
2. P – Approve the use of CIS type FI for all engines in VW chassis (Coffin). Tabled for further research.
3. EP – Classify the 240SX (S13/S14) in EP (St. Clair). Tabled for further research.
4. EP – Classify the 1988-89 Porsche 944s (Sanda). Tabled for VTS sheet.
5. EP/FP – Correct the 1973 Volvo 1800 transmission specs, and reclassify the Volvo 1800 with fuel injection to EP (Rose). Tabled for further research.
6. EP/FP – All aluminum sun roof panels (Ligon). Tabled for further research.
7. HP – Correct the Datsun 510 valve size (Meller). Tabled for further research.

Touring/Showroom Stock

T2 – Correct 350Z sway bar part number (Powers). Tabled for further research.

Spec Miata

Allow the 1990-97s to use either sway bar (Zimmerman). Tabled for further research.

NOT RECOMMENDED

GCR

1. Allow passing only after the competitor passes the start/finish line (Gauzens). The rule is adequate as written.
2. Require cars with rear axles to have safety chains (Dowd). Competitors are free to add retention devices to axles and/or uprights, but requiring them on all cars with rear axles is not practicable.
3. Require tow hooks be mounted to a solid structure (Dunias). The rule is adequate as written.
4. Insert more flexibility into the practice and qualifying time requirements (Gazara). The rule is adequate as written.
5. Change the rear view mirror language (Mercurio). The rule is adequate as written.
6. Require low mounted tow hooks (Kolpack). The rule is adequate as written.

Grand Touring

1. GT – Allow non-butterfly type throttle blades (Zekert). The rule is adequate as written.
2. GT – Define roof/rear window shapes – can they be square, rectangular, or circular? The rule is adequate as written.
3. GT1 – Allow the wing to be level with the roof (Grant). The rule is adequate as written.
4. GT3 – Reclassify the 12A RX-3 in GTL (Biesterfeldt). The car's potential performance is outside the GTL parameters.
5. GTL – Allow the 1980 VW Rabbit to use the 27mm SIR (Banha). We will monitor the car's performance.
6. GTL – Increase the SIR size of the 1488cc A15 to 26mm (Birk). The car is properly specified.
7. GTL – Classify the Pro Challenge race car in GTL (Litzinger). The car's potential performance is outside the GTL parameters.

Improved Touring

1. IT – Classify the 2002 Mini Cooper S (Waterhouse). Induced induction is inconsistent with the class philosophy.
2. IT – Amend the ITCS to eliminate the "create a model" prohibition and "two VIN numbers requirement clauses (Knestis). Creating a non-existent model is inconsistent with the class philosophy.
3. ITA – Reduce the weight of the Neon DOHC (Cao). The specs fit within the current classification process.
4. ITA – Allow the 1.8 rear end on the 1.6 Miata (MacLean). Replacement of rear ends is inconsistent with the class philosophy.
5. ITA – Dual classify the ITA RX-7 in ITA and ITB (Patullo). The car is properly classified.
6. ITB – Review the classification of the 1992-95 Honda Civic DX, 3 and 4 door (Knestis). The car is properly classified.
7. ITS – Reduce the weight of the Achieva (Fox). The car is properly specified.
8. ITS – Reclassify the Porsche 944 8V to ITA (Alphin). The car is properly classified.

Production

1. EP – Allow the Caterham limited prep engine rules (Fox/Leigh). The current specifications fit the performance parameters.
2. EP – Reclassify the Elva Courier to FP (Prather/Kraftson). The car is properly classified.
3. EP – Allow the Porsche 944 increased preparation (Sanda). We have recently made changes to the car. We wish to monitor the results.
4. EP – Adjust the weight of the MR2 (Ligon). We will monitor the car's performance.
5. EP – Reclassify the Volvo 142 to FP (Broring). We have recently made changes to the car and wish to monitor the results.
6. FP – Allow alternate front and rear brakes on the VW Scirocco (Coffin). We will continue to monitor the car's performance.
7. FP – Please remove your heads from your asses (Johnson). Inconsistent with class philosophy.
8. FP – Reduce the weight of the Miata by 50 lbs (Prather). The car is properly specified.
9. GP – Reduce the weight of the Mini Cooper to 2,050 lbs (Waterhouse). The car is properly classified. We will monitor the car's performance as it is developed.
10. HP – Allow a 7 inch wheel on the VW (Barrack). The car is properly specified.

Touring/Showroom Stock

1. T – Allow more camber in Touring (Kramer). We will consider allowing camber beyond TCS 9.1.10.D.5.a on a model-by-model basis.

2. T – Allow removal of catalytic converters (various – 9 letters). We will consider removal of catalytic converters in all Touring classes when a systematic way that best assures the absence of unfair surprises is established.

3. T – Allow the removal of interiors (various – 14 letters). Removal of interiors would fundamentally alter the class philosophy. Touring cars may compete in the Prepared classes without interiors.

4. T2 – Allow alternate lower rate springs for the Mitsubishi Evolution (Moses). The car is competitive as equipped. We will continue to monitor the car's performance.

5. T2 – Allow an alternate manifold for the M3 since the converter is integral to the manifold (Turner). We currently require T2 cars to use catalytic converters.

6. T2 – Allow an alternate sway bar for the Mitsubishi Evolution (Grand). The car is competitive with the current equipment and allowances.

7. T2 – Classify the Shelby GT500 in T2 (McManus). We will consider the Shelby GT500 classification for 2008 pending receipt of the VTS sheet.

8. T3 – Allow an alternate tire size for the Cobalt (Wilson). We will continue to monitor the car's performance.

9. SS – Allow removal of the passenger seat (Manning). Removal of interior components is inconsistent with the class philosophy.

10. SSB – Slow the Mini before adding it to SSB (Czacki). We will monitor the car's performance in SSB.

11. SSB – If you slow the Solstice, also slow the RX-8 (Aquilante). We will continue to monitor the car's performance.

12. SSC – Allow a TRD suspension package for the Scion tC (Lipperini). We consider factory-installed option packages available through the model's dealer network.

13. SSC – Allow the Scion tC an 18x7 wheel (Lipperini). Wheel sizes are limited to those specified and available from factory option packages.

14. SSC – Change the weight of the Scion tC to 2,800 lbs (Lipperini). We will consider revisiting the competition weight formula based upon apparent additional weight of "equipment that may be removed" creep, as delivered from the factory.

Spec Miata

1. Allow 7th and 8th point attachments to the dash beam (Pope). The cage rules are adequate as written.

2. Change the 1996-97 restrictor from 45mm to 47mm (various – 3 letters). We have recently made changes, and wish to monitor the results.

3. Allow the 1994-97s to use a 47mm restrictor (Zimmerman). We have recently made changes, and wish to monitor the results.

4. Allow computer reflashing in the 1994-97s (Zimmerman). Reflashing is inconsistent with the class philosophy.

5. Delay the clutch rule until December 2007 (Bockman). The decision has already been made.

6. Allow re-valving of Bilstein shocks (Watkins). Inconsistent with the class philosophy,

7. Allow the removal of the vent window (Devinney/Cutler). The current specifications are adequate as written.

8. Allow fuel cells (Zwolle). Fuel cells are inconsistent with the class philosophy.

Previously Addressed

Addressed in Technical Bulletin 07-03 or the March 07 FasTrack:

CSR – Allow alternate camshafts for the Ford Duratec/Mazda MZR 2.3L (Anderson).

CSR – Allow a sealed engine for the EMT DP02 (Lewis).

CSR – Do not further restrict the Ford Duratec (Jacobsen).

SSB – Keep the Z4 in SSB (Jeffords).

Addressed in Technical Bulletin 07-02 or the February 07 FasTrack:

GCR – Publish separate FasTracks (Garza).

Addressed in Technical Bulletin 07-01 or the January 07 FasTrack:

FC – Choose a year when the Zetec will have 5-7 more horsepower (Williams).

GTL – Reconsider larger SIRs to with reduced weight (Patten/Stout).

SSC – Remove 50 lbs from the 2003 Celica GT (McCaughey).

Addressed in Technical Bulletin 06-12 or the December 06 FasTrack:

SM – Allow the 1994-97s to run the 1995 flywheel (Zimmerman).

No Action Required

GCR

1. Allow single-digit numbers (Entriken). See GCR section 9.3.28.A.
2. Opposition to the DNS language for Runoffs determination (Entriken/Davis). Thank you for your input.
3. Opposition to decision on disqualified drivers on results (Ragan). Thank you for your input.
4. Nominations for the John McGill award (Barnes). Thank you for your input.
5. Issues with the Washington D.C. Regional series (various – 3 letters). Thank you for your input.
6. Give the drivers more time to discuss non-class specific topics at the Runoffs (Zekert). Thank you for your input.
7. Revisit the Hatsoff system (Kolpack). Thank you for your input.

Formula

1. FF – Support for a spec tire (various – 14 letters). Thank you for your input.
2. FF – Opposition to a spec tire (Mercuro). Thank you for your input.
3. FF – Maintain the current engine and tire rules (Lindstrand). Thank you for your input.
4. FV – Support for disc brakes (various – 3 letters). Thank you for your input.
5. FV – Opposition to disc brakes (various – 10 letters). Thank you for your input.
6. FV – Support for electronic ignitions (various – 3 letters). Thank you for your input.
7. FV – Opposition to electronic ignitions (various – 5 letters). Thank you for your input.

Grand Touring

1. GT – GT input (Lentz). Thank you for your input.
2. GT2 – Allow any fuel injection on the Nissan L-28 (Winter). The rules allow for fuel injection. A stock-based fuel injection system had been approved in the past as a allowance, not a requirement.
3. GT2 – Support for wings and splitters (Banazek). Thank you for your input.
4. GTL – Opposition to a larger SIR for added weight penalty (Fouse). Thank you for your input.
5. GTL – Opposition to weight added across the board (Stout). Thank you for your input.
6. GTL – Support for a tiered approach to assigning SIRs (Stout). Thank you for your input.

Improved Touring

IT – Make IT classes eligible for national classes (Sirota). Thank you for your input.

Production

1. P – Updated roll cage input (Tucker/Bartell). Thank you for your input.
2. P – Support for the allowance of EFI on modern cars (Coffin). Thank you for your input.
3. FP – Opposition to Lotus penalty (various – 3 letters). Thank you for your input.

Touring/Showroom Stock

1. T2 – Do not allow removal of interiors (Moses). Thank you for your input.
2. T2 – Do not allow removal of catalytic converters (Moses). Thank you for your input.
3. T2 – Do not restrict turbo cars if catalytic converters are removed (Grand). Thank you for your input.
4. T2 – I have no issues with retaining interiors (Grand). Thank you for your input.
5. T2 – Reclassify the Firebird WS6 and Camaro SS (McManus). Both cars are ineligible for positive adjustments.
6. SSB – Do not penalize the Solstice (various – 2 letters). Thank you for your input.

Spec Miata

Opposition to a spec clutch (Kogan). Thank you for your input.

Resumes

IT – Edward Funk. Thank you for your resume. We will keep it on file.

P – Don Barrack. Thank you for your resume. We will keep it on file.

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

SM – David Jones. Thank you for your resume. We will keep it on file.

SM – Charlie James. Thank you for your resume. We will keep it on file.

SM – Mike Collins. Thank you for your resume. We will keep it on file.

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

SM – Pat Newton. Thank you for your resume. We will keep it on file.

SM – Al Bell. Thank you for your resume. We will keep it on file.

SM – Mark Cefalo. Thank you for your resume. We will keep it on file.

SM – Antonio Garza. Thank you for your resume. We will keep it on file.

SM – Mike Backus. Thank you for your resume. We will keep it on file.

SM – Tim Evans. Thank you for your resume. We will keep it on file.

CLUB RACING TECHNICAL BULLETIN

DATE: February 1-4, 2007
NUMBER: TB 07-03
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors, and Omissions, Competition Adjustments, Clarifications, and Classifications.

All changes are effective 3/1/07 unless otherwise noted.

GCR

1. Section 3.7.2, p. 15, clarify the section by changing the last sentence to read as follows: Additionally, the organizers shall provide Official Race Results *(printed or photocopied)* for each entrant either during the event, or *shall mail photocopied results, at the event organizer's expense,* within seven (7) days after the conclusion of the event.
2. As approved by the BoD in this FasTrack; change the fourth line of section 9.1.10, p. 69, to read as follows:
ST ~~Super Touring~~ (ST)
3. Section 9.3.53, p. 87, change the first sentence to read as follows: Windshield safety clips and rear window straps shall be installed on all closed cars (except Showroom Stock, Spec Miata, Touring, Improved Touring, and *Prepared.*
4. Appendix B. Glossary, clarify the definition for a Traction Bar by adding to read as follows: Traction Bar – A *longitudinal* link to an axle housing or hub carrier which resists torque reaction from the *driven* wheel(s) by acting in compression or tension.

Formula

FA

1. Section 9.1.1.A.1.a.2, p. 161, change the Pro Formula Ford 2000 specs to read as follows: Engine: 2.0L Zetec prepared to FC rules except that cams and ECU map are unrestricted. An intake restrictor is not required. Aerodynamics: See current FA Rules, Gear Ratios: Up to 5 Forward Gears, Limited Slip and Locked Differentials allowed (sequential trans carries a 25 lb Weight Penalty), Weight(lbs): 1230 / 1255 w/ sequential.

FE

1. Effective 2/1/07 as approved by the BoD in this FasTrack; Change section 9.1.1.A.5.9 to read as follows:
   9. Shocks
   a. NO MODIFICATIONS ALLOWED. 4 Bilstein shocks ~~are the only permitted shocks allowed~~, Part # WM203001 *or 4 Penske shocks, Part # WM1180090. Same type on all four corners.*
   b. Only shims provided on the shocks are legal. No bump rubbers, packers or modification to shims are allowed.
   c. ~~The only adjustment will be at the spring perch.~~ Adjustments for the Bilstein will be at the perch and with pressure (if rebuilt). Adjustments for the Penske are rebound or at the perch.
   d. Bilstein shocks may be used in the original configuration or may be rebuilt. Both shock types can only be rebuilt by SCCA Enterprises or its authorized rebuilder.
   e. All shock absorbers must be sealed by SCCA Enterprises or its authorized rebuilder.

FC

1. Section 9.1.1.B.1. F-2000 SPECIFICATION, p. 179, correct item D. Exhaust height measured from the ground as follows: 20-60cm. Note – this was corrected in TB 06-08 but inadvertently omitted from the 2007 GCR.

Sports Racer

CSR

1. Effective 2/1/07 as approved by the BoD in this FasTrack; Change section 9.1.9.G.9 to read as follows:
   9. Shocks
   a. NO MODIFICATIONS ALLOWED. 4 Bilstein shocks ~~are the only permitted shocks allowed~~, Part # WM203001 *or 4 Penske shocks, Part # WM1180090. Same type on all four corners.*
   b. Only shims provided on the shocks are legal. No bump rubbers, packers or modification to shims are allowed.
   c. ~~The only adjustment will be at the spring perch.~~ Adjustments for the Bilstein will be at the perch and with pressure (if rebuilt). Adjustments for the Penske are rebound or at the perch.
   d. Bilstein shocks may be used in the original configuration or may be rebuilt. Both shock types can only be rebuilt by SCCA Enterprises or its authorized rebuilder.
   e. All shock absorbers must be sealed by SCCA Enterprises or its authorized rebuilder.
2. Section 9.1.9.A.2.a, p. 491, add to the section as follows: *Elan DP02 Sports Racer in CSR see 9.1.9.H.*
3. Section 9.1.9.A.2, CSR engine table, delete line "X" Ford Duratech 2.3L in its entirety.
4. Add new section H. to 9.1.9 to read as follows:

H. Elan Van Diemen DP02 Sports Racer Classed in CSR

Homologation is required for all cars.

1. Definition

A one design, fixed specification, open cockpit, single seat sports racer as supplied by Elan Motorsports Technologies (EMT).

2. No Modifications

No modifications are allowed to any part of the car as delivered by EMT except as permitted in these specifications. Adjustments of suspension components and air foils within the delivered range of adjustment is allowed. Maintenance, repair and painting are allowed. Instrumentation is free. Bodywork may be modified within the CSR rules (9.1.9.A.2.d).

3. Engines

The only engine allowed is the Ford 2.3 liter Duratec as supplied by Elan Power Products (EPP). No modifications are permitted. The engine must have the four (4) EPP numbered seals (cam cover, oil pan, front cover, crank angle sensor) present in their location and condition as installed by EPP*.*

4. Wheels and Tires

Thirteen (13) inch diameter wheels with a maximum rim width of 9 inches front and twelve (12) inches rear are the only wheel sizes permitted. Material is unrestricted providing it is metal.

5. Minimum weight

Minimum weight is 1425 lbs. The CRB may adjust the minimum weight at any time.

SRF

1. Effective 2/1/07 as approved by the BoD in this FasTrack; Change section 9.1.9.C**. SPEC RACER FORD SPECIFICATIONS CHASSIS** as follows:

F. Tires: Dry: Goodyear Eagle "Spec Racer Ford"; size 22" x 7" x 13", Model D2525. Wet: ~~Yokohama A008 Spec Racer or A021, size front: 185/60R13, rear: 205/60R13; or~~ Goodyear Eagle "Spec Racer Ford"; size 22" x 7" x 13", Model D2524.

Grand Touring

1. Section 9.1.2.C.2, p. 225, change the last sentence to read as follows: Any classified engine may be used in a classified chassis within the same manufacturer as shown on the specification line (*GT3 and* GTL only).
2. Clarify section 9.1.2.F.4.i.5.B, p. 257, to read as follows: Intake manifold shall be of the individual runner type, unless using an SIR or otherwise notes on the vehicle spec line. Cars using an SIR may use any manifold type.
3. Clarify section 9.1.2.F.4.i.5.C, p. 257, to read as follows: Only butterfly-type throttle control, one per cylinder or rotor, is permitted, unless using an SIR. Cars using an SIR may use <u>any</u> butterfly-type throttle control. If intake restrictors are specified on the vehicle specification line, the restrictors shall be round orifices (unless otherwise specified) and located within four (4) inches of the throttle butterfly. <u>SIR location is unrestricted so long as all SIR criteria are met.</u> Restrictors shall be a minimum .060" thickness and of the specified diameter.

GT2

1. Nissan 350Z, 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.
2. Pontiac Fiero 2.8L V-6, p. 263, change the specs to read as follows: Carburetion: Unrestricted or 39mm SIR.
3. Toyota Celica (RWD only) (00-05), p. 265, add to the specs as follows: Bore x Stroke(mm): 95.0 x 86.0, Displ.(cc): 2438, Carburetion: 2438cc: 37mm SIR, Weight(lbs): 2438 @ 2080.

GT3

1. In order to simplify the GT3 classifications the current spec pages are being replaced with the following. This new format incorporates the following classifications and competition adjustments: 1) classification of selected Nissan and Porsche engines from the GT2 classes; 2) positive weight adjustment for engines under 2.0L and the 12A rotary.

GT3 A Cars - ACURA

	Model	Years	Body Style	Driveline	Wheel-base (in)	Notes
1	Integra	(-93)	2dr	FWD	96.5	
2	Integra	(94-)	2dr	FWD	101.2	
3	RSX	(02-05)	2dr	FWD	96.5 / 101.2	

Engines - ACURA

	Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
4	D16A	SOHC	74.9 x 89.9	1590	Alum, Crossflow	4	(2) 48mm w/ 42mm choke(s).	1900	
5	B16A	DOHC	81.0 x 77.4	1595	Alum, Crossflow	4	(2) 48mm w/ 42mm choke(s).	2000	
6	B18C	DOHC	81.0 x 87.2	1797	Alum, Crossflow	4	(2) 48mm w/ 42mm choke(s).	2000	
7	B18B	DOHC	81.0 x 89.0	1834	Alum, Crossflow	4	(2) 45mm w/ 38mm choke(s).	2100	
8	K20A	DOHC	86.0 x 86.0	1998	Alum, Crossflow	4	31mm SIR	2100	
9	K24	DOHC	87.0 x 99.0	2354	Alum, Crossflow	4	33mm SIR	2180	

GT3 B Cars - ALFA ROMEO

	Model	Years	Body Style	Driveline	Wheel-base (in)	Notes
1	GTV 1750 / 2000	NA	2dr	RWD	92.5	
2	Sport Sedan	NA	2dr	RWD	98.8	

Engines - ALFA ROMEO

	Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
3		DOHC	80.0 x 88.5	1779	Alum, Crossflow	2	Unrestricted	1800	Alt. Head: 19510-01053-04 (twin plug), w/ 100 lb. penalty.
4		DOHC	84.0 x 88.5	1962	Alum, Crossflow	2	Unrestricted	2000	Alt. Head: 19510-01053-04 (twin plug), w/ 100 lb. penalty.

GT3 C Cars - AMC

	Model	Years	Body Style	Driveline	Wheel-base (in)	Notes
1	Gremlin	(-78)	2dr	RWD	96	
2	Spirit	(79-)	2dr	RWD	96	

Engines - AMC

	Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
3		OHV	95.3 x 88.9	2537	Iron, Crossflow	2	Holley 5210/2V	2380	
4		OHV	95.3 x 88.9	3805	Iron, Crossflow	2	Carter YF-1V, Holley 500 CFM 2bbl.	2600	

GT3 D Cars - AUDI

	Model	Years	Body Style	Driveline	Wheel-base (in)	Notes
1	TT Coupe	NA	2dr	FWD	95.6	

Engines - AUDI

	Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
2		SOHC	82.5 x 92.8	1984	Alum, Crossflow	2	(2) 50mm w/ 50mm choke(s).	1800	Alt. Eurospec Sports cyl. head may be used.

GT3 E Cars - BMW

	Model	Years	Body Style	Driveline	Wheel-base (in)	Notes
1	2002 / 2002ti/tii	NA	2dr	RWD	100.5 / 98.5	
2	318 Coupe	(92-)	2dr	RWD	106	
3	318i	(83-91)	4dr	RWD	101.2	
4	318i / 320i	(77-82)	4dr	RWD	100.9	
5	E46	(00-)	2, 4dr	RWD	106.0 / 101.2 / 100.9	
6	Z3	NA	2dr	RWD	96.3	Windshield and hardtop required.

Engines - BMW

	Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
7		SOHC	89.0 x 71.0	1767	Alum, Crossflow	2	Unrestricted	1800	
8		DOHC	84.0 x 81.0	1796	Alum, Crossflow	4	(2) 45mm w/ 45mm choke(s).	2010	
9		DOHC	85.0 x 83.5	1895	Alum, Crossflow	4	(2) 45mm w/ 45mm choke(s).	2010	
10		SOHC	89.0 x 80.0	1991	Alum, Crossflow	2	Unrestricted	1810	

GT3 F Cars - CHEVROLET

	Model	Years	Body Style	Driveline	Wheel-base (in)	Notes
1	Vega	NA	2dr	RWD	97	
2	Corvair Coupe / Yenko Stinger	NA	2dr	RWD	108	Corvair coupes may be modified to Yenko configuration. Non-tube frame track 59.7 (F), 62.9 (R). Rear wheel width: 8". Engine may be centered (side to side) to allow installation of altemate transaxle.
3	Cavalier Z-24	NA	2dr	FWD	101.2	

Engines - CHEVROLET

	Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
4		SOHC	86.0 x 86.0	1998	Alum, Crossflow	2	Unrestricted	2000	
5		DOHC	88.9 x 80.3	1998	Alum, Crossflow	4	Unrestricted	2300	
6		SOHC	88.9 x 92.1	2287	Iron, Non-Crossflow	2	Unrestricted	2180	
7		OHV	87.4 x 74.7	2689	Alum, Crossflow	2	(2) Weber 40 IDT or IDA 3C, 3CI w/ 36mm choke(s), or (4) Rochester	2225	

GT3 G Cars - CHRYSLER/DODGE/PLYMOUTH

	Model	Years	Body Style	Driveline	Wheel-base (in)	Notes
1	Neon	NA	2, 4dr	FWD	104	
2	Daytona	(84-88)	2dr	FWD	97	
3	Daytona	(89-)	2dr	FWD	97.3	
4	Horizon	NA	2dr	FWD	96.7	
5	Laser	(84-88)	2dr	FWD	97	
6	Laser	(89-)	2dr	FWD	97.3	
7	Omni 024	(79-82)	2dr	FWD	96.6	
8	Shelby Charger	(79-82)	2dr	FWD	96.6	
9	Shadow	NA	2dr	FWD	97	

Engines - CHRYSLER/DODGE/PLYMOUTH

	Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
10		DOHC	85.0 x 88.0	1997	Alum, Crossflow	4	(2) 45mm w/ 34mm choke(s).	2150	
11		SOHC	85.0 x 88.0	1997	Alum, Crossflow	2	(2) 45mm w/ 45mm choke(s).	1900	
12		SOHC	87.5 x 92.0	2213	Alum, Non-Crossflow	2	(2) 45mm w/ 45mm choke(s).	2030	

GT3 H Cars - FIAT

	Model	Years	Body Style	Driveline	Wheel-base (in)	Notes
1	131 Coupe & Sedan, Brava	NA	2, 4dr	RWD	98	

Engines - FIAT

	Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
2		DOHC	84.1x 89.9	1995	Alum, Crossflow	2	Unrestricted	2000	

GT3 I Cars - FORD

	Model	Years	Body Style	Driveline	Wheel-base (in)	Notes
1	Capri	NA	2dr	RWD	100.8	
2	Mustang II	(74-78)	2dr	RWD	96.2	
3	Mustang	(79-93)	2dr	RWD	100.4	
4	Mustang	(94-98)	2dr	RWD	101.2	
5	Pinto	NA	2dr	RWD	94	Non-tube frame track: 60.52 (F&R). Spoiler: #D9FZ-6440555-A, End Pieces: D9FZ-6428010-A and D9FZ-
6	Probe	NA	2dr	FWD	99.0 / 102.9	

Engines - FORD

	Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
7		SOHC	91.0 x 77.0	1993	Iron, Crossflow	2	Unrestricted	1900	
8		SOHC	96.0 x 79.4	2301	Iron, Crossflow	2	Unrestricted	2080	Alt. Head: SVO #M-6049-A230 w/45mm choke(s).
9		SOHC	86.0 x 86.0	1998	Alum, Crossflow	2	(2) 48mm w/ 42mm choke(s).	1900	
10		SOHC	86.0 x 94.0	2189	Alum, Crossflow	3	(2) 45mm w/ 38mm choke(s).	2080	

GT3 J Cars - HONDA

	Model	Years	Body Style	Driveline	Wheel-base (in)	Notes
1	Civic	(88-91)	3dr	FWD	90.6	Hood bulge permitted, no openings.
2	Civic Coupe	(92-95)	2dr	FWD	98.4	
3	CRX	(84-87)	3dr	FWD	86.6	
4	CRX	(88-91)	3dr	FWD	90.6	Hood bulge permitted, no openings.

Engines - HONDA

	Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
5	EW	SOHC	74.0 x 86.5	1488	Alum, Crossflow	3	33mm SIR	1820	Alt. Heads: #12100-PE3-000 or #12100-PE7-000.
6	D15B	SOHC	75.0 x 84.5	1493	Alum, Crossflow	4	(2) 45mm w/ 45mm choke(s).	1900	
7	D16A	SOHC	75.0 x 90.0	1590	Alum, Crossflow	4	(2) 48mm w/ 42mm choke(s).	1900	
8	B16A	DOHC	81.0 x 77.4	1595	Alum, Crossflow	4	(2) 48mm w/ 42mm choke(s).	2000	
9	B18C	DOHC	81.0 x 87.2	1797	Alum, Crossflow	4	(2) 48mm w/ 42mm choke(s).	2000	
10	B18B	DOHC	81.0 x 89.0	1834	Alum, Crossflow	4	(2) 45mm w/ 38mm choke(s).	2100	
11	K20A	DOHC	86.0 x 86.0	1998	Alum, Crossflow	4	31mm SIR	2100	
12	K24	DOHC	87.0 x 99.0	2354	Alum, Crossflow	4	33mm SIR	2180	

GT3 K Cars - MAZDA

	Model	Years	Body Style	Driveline	Wheel-base (in)	Notes
1	626	(83-87)	4dr	FWD	98.8	
2	MX-3	NA	2dr	FWD	96.3	
3	MX-5 / Miata	(-05)	2dr	RWD	89.2 / 91.0	Windshield and hardtop required.
4	MX-5	-2006	2dr	RWD	91.7	Windshield and hardtop required.
5	MX-6	(88-)	2dr	FWD	99.0 / 102.8	
6	RX-2	NA	2dr	RWD	97.3	
7	RX-3	NA	2dr	RWD	91	
8	RX-7	NA	2dr	RWD	95.3 / 95.5 / 95.7	Non-tube frame track: 63.2 (F), 62.8 (R).
9	RX-8	NA	2dr	RWD	98	
10	Protégé	NA	4dr	FWD	98.4	

Engines - MAZDA

	Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
11	B6D	DOHC	78.0 x 83.6	1597	Alum, Crossflow	4	(2) auto-type w/ 42mm choke(s).	1900	
12	BP	DOHC	83.0 x 85.0	1839	Alum, Crossflow	4	(2) auto-type w/ 38mm choke(s).	2020	
13		SOHC	86.0 x 86.0	1998	Alum, Crossflow	2	(2) auto-type w/ 42mm choke(s).	1900	
14	MZR	DOHC	87.38 x 83.06	1999	Alum, Crossflow	4	29.5mm SIR	2000	
15		SOHC	86.0 x 94.0	2189	Alum, Crossflow	3	(2) auto-type w/ 38mm choke(s).	1980	
16	12A	Street Port		2292			(1) auto-type 2bbl w/ 42mm choke(s).	2000	Engine setback from the front spindle centerline to the front spark plug is 4.5".
17	12A	Bridge Port		2292			(1) auto-type 2bbl w/ 38mm choke(s).	2000	Engine setback from the front spindle centerline to the front spark plug is 4.5".
18	13B	Street/Bridge /Peripheral		2616			35.5mm SIR	2180	Engine setback from the front spindle centerline to the front
19	Renesis	Street/Bridge /Peripheral		2703			35.5mm SIR	2180	Engine setback from the front spindle centerline to the front

GT3 L Cars - MERCURY

	Model	Years	Body Style	Driveline	Wheel-base (in)	Notes
1	Capri	(79-86)	2dr	FWD	100.4	
2	Cougar	(99-02)	2dr	FWD	103.0 / 106.4	

Engines - MERCURY

	Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
3		SOHC	91.0 x 77.0	1993	Iron, Crossflow	2	Unrestricted	1900	
4		SOHC	96.0 x 79.4	2301	Iron, Crossflow	2	Unrestricted	2180	Alt. Head: SVO #M-6049-A230 w/ 45mm choke(s).

GT3 M Cars - MITSUBISHI/EAGLE

	Model	Years	Body Style	Driveline	Wheel-base (in)	Notes
1	Talon	NA	2dr	FWD	97.3	
2	Eclipse	NA	2dr	FWD	97.3	

Engines - MITSUBISHI/EAGLE

	Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
3		DOHC	85.0 x 88.0	1997	Alum, Crossflow	4	(2) 45mm w/ 34mm choke(s).	2150	
4		SOHC	85.0 x 88.0	1997	Alum, Crossflow	2	(2) 45mm w/ 45mm choke(s).	1900	
5		SOHC	87.5 x 92.0	2213	Alum, Non-Crossflow	2	(2) 45mm w/ 45mm choke(s).	2030	

GT3 N Cars - NISSAN

	Model	Years	Body Style	Driveline	Wheel-base (in)	Notes
1	200-SX / S10	(77-79)	2dr	RWD	92.1	
2	200-SX / S11	(80-83)	2dr	RWD	94.5	
3	200-SX / S12	(84-88)	2dr	RWD	95.5	
4	200-SX SER	(95-97)	2dr	RWD	95.7 / 99.8	
5	240-SX / S13	NA	2dr	RWD	97.5	Hood bulge permitted, no openings.
6	240-SX / S14	NA	2dr	RWD	99.4	Hood bulge permitted, no openings.
7	240Z / 260Z / 280Z	NA	2dr	RWD	90.7	
8	300-ZX	NA	2dr	RWD	91.3 / 96.5 / 101.2	
9	350Z	NA	2dr	RWD	95.3 / 98.4 / 104.3 / 94.5 / 92.1/ 95.3 / 97.5 / 99.4 / 104.3	
10	710	NA	2, 4dr	RWD	98.4	
11	PL510		2, 4dr	RWD	95.3	
12	Sentra SER Spec V	-2002	4dr	FWD	95.7	

Engines - NISSAN

	Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
13	L18	SOHC	85.0 x 78.0	1770	Alum, Non-Crossflow	2	Unrestricted	1800	Alt. Heads: #11041-22010, 11041-U0600-A, 11041-U0602-SV, 11041-
14	L20	SOHC	85.0 x 86.0	1952	Alum, Non-Crossflow	2	50mm w/ 50mm choke(s).	1780	Alt. Heads: #11041-22010, 11041-U0600-A, 11041-U0602-SV, 11041-
15		SOHC	84.5 x 88.0	1974	Alum, Crossflow	2	50mm w/ 50mm choke(s).	1900	
16	SR20DE/VE	DOHC	86.0 x 86.0	1998	Alum, Crossflow	4	33mm SIR	2000	High port (89-94) and low port (95-01) versions allowed.
17	L20 w/ Z22 block	SOHC	87.0 x 86.0	2045	Alum, Non-Crossflow	2	50mm w/ 50mm choke(s).	1850	
18	NAPZ	SOHC	87.0 x 92.0	2188	Alum, Non-Crossflow	2	50mm w/ 50mm choke(s).	2180	
19	L24	SOHC	83.0 x 73.3	2380	Alun, Non-Crossflow	2	33mm SIR	2200	
20	KA24E	SOHC	89.0 x 96.0	2389	Alum, Crossflow	3	(2) 45mm w/ 34mm choke(s).	2180	An SCCA approved F.I. kit of OEM origin is permitted. Contact
21	KA24DE	DOHC	89.0 x 96.0	2389	Alum, Crossflow	4	33mm SIR	2180	
22	L26	SOHC	83.0 x 79.0	2565	Alun, Non-Crossflow	2	33mm SIR	2200	
23	L28	SOHC	86.1x 79.0	2760	Alum, Non-Crossflow	2	33mm SIR	2200	An SCCA approved F.I. kit of OEM origin is permitted. Contact
24	VG30	SOHC	86.1x 83.0	2899	Alum, Non-Crossflow	2	33mm SIR	2200	

GT3 O Cars - PORSCHE

	Model	Years	Body Style	Driveline	Wheel-base (in)	Notes
1	911 Coupe & Targa	(68-)	2dr	RWD	87.0 / 89.4	Windshield may be removed on Targa and a low front hoop may be fitted. Rear rim width: 8". Factory
2	914	NA	2dr	RWD	96.5	Top panels may remain if securely bolted or pinned. Windshield may be removed and a low front hoop roll
3	924	NA	2dr	RWD	94.5	
4	944	NA	2dr	RWD	94.5	
5	Boxster	NA	2dr	RWD	96.5	Windshield and hardtop required.

Engines - PORSCHE

	Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
6		OHV	94.0 x 70.9	1968	Alum, Crossflow	2	(2) auto-type carbs w/ (1) throat per cyl.	1800	Intake manifolds: #021-129-705R, Sleeves: Cast Iron. Alt. Head:
7		SOHC	86.5 x 84.4	1984	Alum, Crossflow	2	(2) Weber 45 DCOE w/ 42mm choke(s).	2000	Alt. Head: #933-104-302-50.
8		SOHC	80.0 x 66.0	1991	Alum, Crossflow	2	(2) 40 IDA/IDS/IDT 3C, (6) Solex 40 PI, or (2) 46 IDA/IDS w/ 40mm choke(s).	1950	OEM 2-valve air cooled heads may be modified to utilize two (2)
9		SOHC	84.0 x 66.0	2195	Alum, Crossflow	2	(2) 40 IDA/IDS/IDT 3C, (6) Solex 40 PI, or (2) 46 IDA/IDS w/ 40mm choke(s).	2030	OEM 2-valve air cooled heads may be modified to utilize two (2)
10		SOHC	84.0 x 70.4	2341	Alum, Crossflow	2	33mm SIR	2200	
11		SOHC	100.0 x 78.9	2478	Alum, Crossflow	2	34mm SIR	2215	Alt. 4 valve head: #944 104 013 03 w/ 33mm SIR.
12		SOHC	100.4 x 78.9	2681	Alum, Crossflow	2	33mm SIR	2200	
13		SOHC	90.0 x 70.4	2687	Alum, Crossflow	2	33mm SIR	2200	
14		SOHC	100.0 x 88.0	2766	Alum, Crossflow	2	33mm SIR	2200	
15		SOHC	92.0 x 70.4	2808	Alum, Crossflow	2	33mm SIR	2200	
16		SOHC	95.0 x 70.4	2994	Alum, Crossflow	2	33mm SIR	2200	

GT3 P Cars - SAAB

	Model	Years	Body Style	Driveline	Wheel-base (in)	Notes
1	900	(79-)	2dr	FWD	99.4	
2	99E, CM, EMS, GL, LE	NA	2, 4dr	RWD	97.4	

Engines - SAAB

	Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
3		SOHC	87.0 x 78.0	1854	Alum, Crossflow	2	Unrestricted	1900	
4		SOHC	90.0 x 78.0	1985	Alum, Crossflow	2	Unrestricted	2000	
5		DOHC	90.0 x 78.0	1985	Alum, Crossflow	4	29.5mm SIR	2000	

GT3 Q Cars - SCION

	Model	Years	Body Style	Driveline	Wheel-base (in)	Notes
1	tC	(05-)	2dr	FWD	93.7	May use any class legal Toyota engine.

GT3 R Cars - TOYOTA

	Model	Years	Body Style	Driveline	Wheel-base (in)	Notes
1	Celica	94-99	2dr	FWD	99.4	
2	Celica	00-05	2dr	FWD	102.4 / 93.7	
3	Celica Sport, Coupe GT, ST, Liftback GT	NA	2dr	FWD	98.3	
4	Corolla	NA	2, 4dr	FWD	94.5 / 102.4 / 93.7	
5	MR-2	(-89)	2dr	RWD	91.3	
6	MR-2	(99-02)	2dr	FWD	91.3	Windshield and hardtop required.
7	Paseo	(92-99)	2dr	FWD	93.7	
8	Tercel	(91-)	4dr	FWD	95.3 / 93.7	

Engines - TOYOTA

	Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
9	4AG	DOHC	81.0 x 77.0	1587	Alum, Crossflow	4	48mm w/ 42mm choke(s).	1900	
10		OHV	85.0 x 78.0	1770	Alum, Crossflow	2	Unrestricted	1800	2TG cyl. head allowed.
11	3S	SOHC	84.2 x 90.1	1998	Alum, Crossflow	2	48mm w/ 42mm choke(s).	1820	
12	20R	SOHC	88.5 x 89.0	2189	Alum, Crossflow	2	Unrestricted	2180	
13	2AZ	DOHC	88.5 x 96	2362	Alum, Crossflow	4	33mm SIR	2180	
14		DOHC	95.0 x 86.0	2438	Alum, Crossflow	4	33mm SIR	2180	Alt. head: # 11101-75015.

GT3 S Cars - TRIUMPH

	Model	Years	Body Style	Driveline	Wheel-base (in)	Notes
1	GT6, GT6+ & Mk III	(-74)	2dr	RWD	83	
2	TR-250 / TR-6	NA	2dr	RWD	88	Windshield may be removed and a low fromt hoop rollcage fitted.

Engines - TRIUMPH

	Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
3		OHV	74.7 x 75.9	1998	Iron, Non-Crossflow	2	(3) Weber 40 DCOE w/ 34mm choke(s).	1870	
4		OHV	74.7 x 95.0	2498	Iron, Non-Crossflow	2	(3) 45mm w/ 40mm choke(s)	2080	

GT3 T Cars - VOLKSWAGEN

	Model	Years	Body Style	Driveline	Wheel-base (in)	Notes
1	Beetle	(98-01)	2dr	FWD	98.9	
2	Corrado	NA	3dr	FWD	97.3	
3	Golf & GTI	NA	3, 5dr	FWD	97.3 / 98.9	
4	Jetta	NA	4dr	FWD	97.3	
5	Rabbit	(75-84)	3, 5dr	FWD	94.5	
6	Scirocco	NA	3dr	FWD	94.5	

Engines - VOLKSWAGEN

	Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
7		SOHC	79.5 x 86.4	1715	Alum, Non-Crossflow	2	(2) 45mm w/ 45mm choke(s).	1800	
8		SOHC	81.0 x 86.4	1780	Alum, Crossflow	2	(2) 45mm w/ 45mm choke(s).	1850	
9		DOHC	81.0 x 86.4	1780	Alum, Crossflow	4	45mm w/ 38mm choke(s).	2000	
10		SOHC	82.5 x 92.8	1984	Alum, Crossflow	2	50mm w/ 50mm choke(s).	1750	Alt. Eurospec Sports cyl. head may be used.
11		DOHC	82.5 x 92.8	1984	Alum, Crossflow	4	29.5mm SIR	2000	

GT3 U Cars - VOLVO

	Model	Years	Body Style	Driveline	Wheel-base (in)	Notes
1	122S	NA	2dr	RWD	102.5	
2	142 / 142E	NA	2dr	RWD	102.5	
3	242 / 244DL	NA	2dr	RWD	104	
4	S40	NA	4dr	FWD	100.4	

Engines - VOLVO

	Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs)	Notes
5		OHV	88.9 x 80.0	1986	Iron, Non-Crossflow	2	Unrestricted	1930	
6	B20	SOHC	92.0 x 80.0	2127	Alum, Crossflow	2	Unrestricted	2180	
7	B21	SOHC	96.0 x 80.0	2320	Alum, Crossflow	2	Unrestricted	2180	

GTL

1. Fiat 128 Coupe, p. 280, correct the specs to read as follows: Driveline: FWD.
2. Fiat 128, p. 280 correct the specs to read as follows: Driveline: FWD.
3. Classify Ford Zetec 1.8L in GTL

Add new spec line to GTCS p. 281 Engines – Ford, Engine Family: Zetec, Engine Type: DOHC, Bore x Stroke(mm): 80.6 x 88.0, Displ.(cc): 1796, Head Type: Alum, Crossflow, Valves/Cyl.: 4, Fuel Induction: 24mm SIR, Weight(lbs): 1950, Notes: Alternate 2.0L cyl block may be sleeved to specified bore size.

4. Engines – Honda, p. 282, correct the EN series engine specs by adding as follows: 2 valve head: Unrestricted fuel induction.
5. Classify Nissan 240SX bodywork in GTL.

Add new spec line to GTCS p. 285, Cars – Nissan, Model: 240SX (S13/S14), Body Style: 2 dr, Driveline: RWD, Wheelbase(mm): 97.5.

Improved Touring

ITR

1. BMW 328i/is (96-99), p. 307, correct the specs by adding the E36 designation to the listing.
2. Classify BMW 325i/ci Coupe E46 in ITR.

Add new spec line to ITCS p. 307, BMW 325i/ci Coupe E46 (01-02), Engine Type: 6 Cyl DOHC, Bore x Stroke(mm) / Displ.(cc): 84.0 x 75.0 / 2494, Valves IN & EX(mm): (I)33.0 (E)30.5, Comp. Ratio: 10.5, Wheelbase(inch): 107.3, Wheel Dia(inch): 16, Gear Ratios: 4.23, 2.52, 1.66, 1.22, 1.00, Brakes Std.(mm): (F)286 Vented Disc (R)276 Vented Disc, Weight(lbs): 2800.

3. Classify BMW 328i/ci E46 in ITR.

Add new spec line ITCS p. 307, BMW 328i/ci E46 (99-00), Engine Type: 6 Cyl DOHC, Bore x Stroke(mm) / Displ.(cc): 84.0 x 84.0 / 2793, Valves IN & EX(mm): (I)33.0 (E)30.5, Comp. Ratio: 10.2, Wheelbase(inch): 107.3, Wheel Dia(inch): 16, Gear Ratios: 4.23, 2.52, 1.66, 1.22, 1.00, Brakes Std.(mm): (F)300 Vented Disc (R)295 Vented Disc, Weight(lbs): 2900.

4. BMW 330i (00-02), p. 307, correct the model years to 01-02.
5. BMW Z3 2.8L Coupe & Rdstr. (97-00), p. 307, correct the specs to read as follows: Gear Ratios: 4.20, 2.49, 1.66, 1.24, 1.00.
6. BMW Z3 3.0L Coupe & Rdstr. (2001), p. 307, add the 2002 model year.

ITS

1. Oldsmobile Calais (88-91), p. 313, correct the model years to 88-89.
2. Classify Oldsmobile Calais 90-91 in ITS.

Add new spec line to ITCS p. 313, Oldsmobile Calais 442 (90-91), Engine Type: 4 Cyl DOHC, Bore x Stroke(mm) / Displ.(cc): 92.0 x 85.1 / 2263, Valves IN & EX(mm): (I)36.6 (E)31.5, Comp. Ratio: 10.1, Wheelbase(inch): 103.4, Wheel Dia.(inch): 14/15, Gear Ratios: 3.50, 2.05, 1.38, 0.94, 0.72 & 3.50, 2.19, 1.38, 1.03, 0.81, Brakes Std.(mm): (F)247 Disc (R)201 x 46 Drum, Weight(lbs): 2655, Notes: Alternate rear bearing, flange and disc brakes from GM Saturn are allowed. 16" wheel not allowed.

ITA

1. BMW 325e/es (2&4 door) (84-87), p. 315, correct the specs to read as follows: Weight(lbs): 2550. Note – this was added in TB 06-02a but inadvertently omitted from the 2007 GCR.
2. Honda Civic EX Coupe (96-98), p. 318, add the 99-00 model years, change the specs to read as follows: Weight(lbs): 2305.
3. Mitsubishi Eclipse (95-98), p. 320, add the Eagle Talon to the classification.
4. Nissan 200-SX SE-R (95-97), p. 320, add the 1998 model year.
5. Plymouth Laser / Eagle Talon / Mitsubishi Eclipse 2.0L, p. 320, correct the classification by specifying the 90-94 model years.

ITB

1. Honda Prelude Si (1987), p. 326, add the 1986 model year.
2. Classify Mini Cooper in ITB.

Add new spec line to ITCS p. 327, Mini Cooper (2002), Engine Type: 4 Cyl DOHC, Bore x Stroke(mm) / Displ.(cc): 77.0 x 85.8 / 1598, Valves IN & EX(mm): (I)30.3 (E)23.3, Comp. Ratio: 10.6, Wheelbase(inch): 97.1, Wheel Dia.(inch): 15 / 16, Gear Ratios: 3.42, 1.95, 1.33, 1.05, 0.85, Brakes Std.(mm): (F)276 Vented Disc (R)239 Solid Disc, Weight(lbs): 2500.

3. Volkswagen Golf III (93-97), p. 330, correct the specs to read as follows: Brakes Std.(mm): (F)257 Disc (R)227 Disc or 200 Drum.
4. Volkswagen Jetta III (93-97), p. 331, correct the specs to read as follows: Brakes Std.(mm): (F)257 Disc (R)227 Disc or 200 Drum.

Prepared

1. Clarify the rules by adding a new section B. to 9.1.4 and re-lettering subsequent sections.

B. Eligibility

Vehicles meeting one of the following criterion may compete in the Prepared category:

- Cars built specifically under these Prepared rules
- Currently classified World Challenge cars, using the vehicle's most recent VTS sheets.
  Note: Competitors are responsible for providing the up-to-date VTS.
- GCR listed IT cars, 1990 and newer, under the current IT specifications
  Note: While IT cars may not be competitive in the Prepared category, competition within the category will allow regional competitors to experience a national event.

2. Clarify the second sentence of section 9.1.4.D.1 (formerly C. Chassis) to read as follows: As an alternative, a metallic close out panel may be installed that would simulate the rear package shelf and/or the rear seat back support structure if applicable.
3. Change section 9.1.7.D.9 (formerly C. Chassis) to read as follows: Windshield clips, per GCR section 9.3.53 are permitted and recommended. ~~Three (3) metal safety clips (75mm x 25mm x 3mm) shall be bolted, or riveted, to the body at the top of the~~

~~windshield. Two (2) clips (same dimensions as above) shall be bolted or riveted to the cowl and extend over the bottom edge of the windshield. Clips must be spaced at least three hundred millimeters 300mm (11.8") apart. If a Lexan windshield is mounted with multiple, evenly spaced, screws around each side of its perimeter, metal safety clips are not required.~~

~~4. Change section 9.1.7.E.1 (formerly D. Engine) to read as follows: Alternate engines may be used, provided that the manufacturer of the vehicle and engine are the same (e.g. Acura engine installed into a Honda auto). Replacement engines shall have the same number of cylinders/rotors as the original.~~

5. Change the first sentence of section 9.1.7.E.2 (formerly D. Engine) to read as follows: The ~~connecting rods and~~ crankshaft shall be a stock OEM part for the specific engine, but may be tooled enough to achieve balance. *Alternate connecting rods are permitted.*

6. Change section 9.1.7.E.15 (formerly D. Engine) to read as follows: The intake and exhaust ports~~,~~ may be ported ~~a max. of 25.4mm (1") from the combustion chamber surface. The 25.4mm (1") will be measured down from the center of the port opening~~. The valve guide may be machined as part of this porting.

7. Change section 9.1.7.E.17 (formerly D. Engine) to read as follows: In order to increase the compression ratio, the bottom of the head may be machined. *Alternate pistons are permitted, and/or the pistons may be machined.* Compression ratio is limited to 12.0:1.

8. Change section 9.1.7.O.2 (formerly N. Cockpit) to read as follows: The following items must be removed from the cockpit: ~~Headliner, sun visor, carpeting, carpet pad and/or insulation, soundproofing~~, tool kit, spare tire, supplemental restraint systems (SRS) and passive restraint systems.

9. Change section 9.1.7.O.3 (formerly N. Cockpit) to read as follows: The following items may also be removed: *Headliner, sun visor, carpeting, carpet pad and/or insulation, soundproofing,* OEM seats, all trim except the dashboard, heating and air conditioning systems, window winding mechanisms, central looking system, and any other system fitted to the original car solely for the comfort of the driver and/or passengers.

10. Change section 9.1.7.O.3 (formerly N. Cockpit) to read as follows: Stock dash/instrument panel cover (dash pad) must be used. ~~There must be a center console present. The center console is considered to be the piece that surrounds the shifter lever. The center console may be stock; or of alternate origin, but shall cover the same approximate floor area as the OEM piece that surrounds the shifter lever, as a minimum.~~ Original instruments/gauges may be replaced, or supplemented, with additional engine monitoring gauges. Accessories, lights and switches may be added or removed. Box-type extensions from the dash pad may be used to mount switches and controls, in the areas where the OEM insert panels were mounted, so that they more easily accessible to the driver. Audio and video systems may be removed.

11. Change section 9.1.4.1.A.3.f, p. 352, to read as follows: Weight Requirements – All cars shall meet the required minimum weight *of 3100 lbs. Cars with sequential shift transmissions shall meet the required minimum of 3200 lbs.* ~~*Naturally Aspirated: 2900 lbs, Forced Induction: 3100 lbs, Sequential shift transmissions add 100 lbs.*~~

12. Change section 9.1.4.B.1.a, p. 352, to read as follows: All cars shall use a Single Inlet Restrictor system as defined in Appendix B, *unless noted otherwise*.

13. *Change section 9.1.4.1.B.1.b, p. 352, to read as follows: The following restrictor sizes shall be used:*

2 valve engine – *42mm SIR*
4 or more valve engine – *40mm SIR*
Rotary engine – *44mm SIR*
~~Forced Induction 20mm SIR~~

14. Change section 9.1.4.1.B.1.c, p. 352, to read as follows: Supercharging/Turbocharging is permitted *with an SIR as listed above. The SIR must be positioned upstream of the compressor inlet.*

15. *Add new section d. to 9.1.4.1.B.1 to read as follows: Carburetors are permitted with an SIR as listed above.*

16. Change section 9.1.4.2.A.4, p. 355, to read as follows: Weight Requirements – All cars shall meet the required minimum weight *of 2700 lbs. Cars with sequential shift transmissions shall meet the required minimum of 2800 lbs.* ~~*Naturally Aspirated: 2700 lbs, Forced Induction: 2900 lbs, Sequential shift transmissions add 100 lbs.*~~

17. *Change section 9.1.4.2.B.2, p. 355, to read as follows: All cars shall use a Single Inlet Restrictor system as defined in Appendix B, unless noted otherwise.*

18. *Change section 9.1.4.2.B.3, p. 355, to read as follows: The following restrictor sizes shall be used:*

2 valve engine – *31mm SIR*
4 valve engine – *30mm SIR*
Rotary engine – *33mm SIR*
~~Forced Induction 15mm SIR~~

19. Change section 9.1.4.2.B.4, p. 355, to read as follows: Supercharging/Turbocharging is permitted *with an SIR as listed above,* and shall use the factory original unit (no aftermarket turbo/superchargers). *The SIR must be positioned upstream of the compressor inlet.* Factory turbo/superchargers may not be converted to models that did not originally come equipped with forced induction. Swapping of turbo/superchargers between makes and models is prohibited.

Production

1. To clarify the intent of the throttle body language found on a majority of the limited prep spec lines the CRB is adding the following sentences to each production category spec line that currently state "… w/ stock unmodified F.I. throttle body."
The following may be removed from the throttle body: air bypass, cruise control devices, throttle position switch, heating devices and hoses. The contour of the interface between the throttle butterfly shaft and the butterfly shall remain stock. The throttle butterfly and any throttle butterfly to shaft screws/bolts may be attached to the throttle butterfly shaft by any means including welding or brazing. Holes or slots may be created in the throttle butterfly for idle adjustment only.

2. Section 9.1.5.D.6.c.1, p. 368, clarify the section by adding the following: *All stock or alternate suspension components shall continue to perform their original design function, and this rule does not permit the removal or modification of other components.*

EP

1. BMW 318is E36 (92-95), p. 387-389, correct the specs to read as follows: Brakes Std.(mm): (F)286 Vented Disc (R)272 Solid Disc.
2. Chevrolet Corvair Coupe (65-69), p. 380-381, add to the specs to read as follows: Carb. No. & Type: Holley 390 CFM w/ center mount, individual runner manifold.
3. Nissan/Datsun SRL 311U Roadster, p. 390-391, change the specs to read as follows: Weight(lbs): 2000.
4. Toyota Corolla GTS (4AG) (84-89), p. 394-395, change the specs to read as follows: Carb. No. & Type: (1) DCOE w/ 36mm choke(s), (2) Auto-type sidedraft w/ 36mm choke(s) on I.R. manifold, or original-type fuel injection.
5. Toyota MR-2, p. 394-395, change the specs to read as follows: Carb. No. & Type: (1) DCOE w/ 36mm choke(s), (2) Auto-type sidedraft w/ 36mm choke(s) on I.R. manifold, or original-type fuel injection.

FP

1. BMW 320i (E21) (77-80), p. 400-401, correct the specs to read as follows: Weight(lbs): 2110 *2163 **2216. Note this was changed in TB 06-03 but was inadvertently omitted from the 2007 GCR. Correct the model years to 77-79, Track (F/R)(mm): 1481/1494 (58.3/58.8).
2. BMW 320i (E21) (81-83), p. 400-401, correct the specs to read as follows: Weight(lbs): 2200 *2255 **2310. Correct the model years to 80-83, Track (F/R)(mm): 1481/1494 (58.3/58.8).
3. Toyota MR-2 1.6L (85-89), p. 410-411, change the specs to read as follows: Weight(lbs): 2075 *2127 **2179.
4. Triumph Spitfire Mk. IV & 1500, p. 412-413, add to the specs as follows: Carb. No. & Type: 1493cc = (1) 1.75" SU.
5. Classify the Volkswagen Jetta 1.8 in FP.

Add new spec line to PCS p. 412-413, Volkswagen Jetta 1.8L (85-92), Weight(lbs): 1950, Engine Type: 4 Cyl DOHC, Bore x Stroke(mm): 81.0 x 86.4, Displ.(cc): 1780, Block Mat'l: Iron, Head/PN & Mat'l: Alum, Valves IN & EX(mm): (I)40.0 (E)33.0, Carb. No. & Type: (1) 40 DCN, DCNF, IDF w/ 36mm choke(s). (2) Auto-type sidedraft w/ 32mm choke(s) on I.R. manifold. 32/36 DGV/DGAV, or original-type fuel injection, Wheelbase(mm): 2472, Track (F/R)(mm): 1494/1486, Wheels(max): 15 x 7, Trans. Speeds: 5, Brakes Std.(mm): (F)239 Disc (R)180 x 30 Drum, Brakes Alt.(mm): (F)239 Vented Disc (R)239 Disc, Notes: Original carbureted manifold or alternate manifold is permitted. VW cyl. head #026103351BF or #026103265HX permitted.

6. Volvo 142 / 144 2.0, p. 412-413, change the specs to read as follows: Weight(lbs): 2100 *2153 **2205. Change the first sentence of the Notes to read as follows: Compression ratio limited to 12:0:1 Valve lift limited to .450".

HP

1. Austin-Healey Sprite Mk I, II, III, IV, MG Midget (ALL) (1275), p. 424-425, change the specs to read as follows: Weight(lbs): 1510 *1548 **1586.
2. Nissan/Datsun PL510, p. 430-431, change the third sentence of the Notes to read as follows: Stock intake manifold only- may be port matched on port mating surface to a depth of no more than 1".
3. Volkswagen Rabbit 1588 (includes Cabriolet / convertible), p. 432-433, correct the specs to read as follows: Trans. Speed: 4 or 5.

Showroom Stock

SSB

1. Based on the BoD minutes in this FasTrack – Classify BMW Z4 in SSB.

Add new spec line to SSS p. 464, BMW Z4 (03-05), Bore x Stroke(mm) / Displ.(cc): 84.0 x 75.0 / 2494, Wheelbase(mm): 2495, Track F & R(mm): 1473 / 1524, Wheel Size(in)/Mat'l: 16 x 7 Alum, Tire Size(stock): 225/50, Gear Ratios: 4.23, 2.52, 1.66, 1.22, 1.00, Final Drive: 3.46, Brakes(mm): (F)286 Vented Disc (R)280 Solid Disc, Weight(lbs): 3225, Notes: Throttle restrictor between throttle body and plenum is mandatory: .06" flat steel plate with one (1) 51.0mm hole. A .250" thick (max) steel or aluminum spacer is permitted between the throttle body and the restrictor to provide clearance for the throttle butterfly. This spacer shall replicate the dimensions of the stock throttle body flange (i.e. throttle bore, bolt pattern, idle-air bypass port dimensions, etc.) Throttle body spacer bore(s) shall be no larger than the stock throttle body bore diameter at the gasket surface, and shall not be radiused in any way. Throttle restrictor may include idle air control and/or PCV orifice. Detachable hardtop shall be installed (latches shall be replaced w/ positive fasteners), convertible top shall be removed. Alternate wheel BMW #36-11-1-095-058 16 x 7 is permitted. Required ballast: 100 lbs. (Car / driver must meet minimum weight with the required ballast).

SSC

1. Toyota Corolla XRS (2005), p. 471, add to the specs as follows: Tire Size(stock): 195/55 or 205/55 max, Notes: Due to the availability of performance tires this max. size supersedes SS tire rule in SSS section 9.1.7.E.7.

Touring

T2

1. Lotus Elise (2005), p. 555, change the specs to read as follows: Weight(lbs): 2300.
2. Lotus Exige (06-07), classified in TB 07-01, change the specs to read as follows: Weight(lbs): 2300.

ST

1. Chevrolet Corvette C6 Z06 (06-07), p. 561, add to the specs as follows: Notes: Floor may be modified to facilitate installation of rollcage mounting plates. Front hoop extension to A-pillar is allowed.

JUDGEMENT OF THE COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
L. Taylor Robertson vs. SOM COA Ref. 06-48-SE
January 18, 2007

PRIOR PROCEEDINGS AND FACTS IN BRIEF

On September 2, 2006, Race 1 at Sebring International Raceway, a Southeast Division ECR (Endurance) series race, was shortened due to inclement weather. On November 30, 2006, L. Taylor Robertson, ITS #79, filed a protest against Chief Steward Robert Shafer contending the race clock was allowed to run during a black flag all condition in violation of ECR Series Rule 7.8. The Stewards of the Meet, Norman Esau, Sandy Jung, Barbara Magnuson, and Chairman Peter Magnuson disallowed this protest as not being timely. (GCR 13.3.) Mr. Robertson is appealing that decision.

DATES OF THE COURT

The Court of Appeals (COA) Bob Horansky, Dick Templeton, and Michael West, Chairman, met on January 18, 2007, to hear, review and render a decision on the appeal.

DOCUMENTATION AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of appeal from Mr. Robertson dated December 18, 2006.
2. SOM decision letter to Mr. Robertson dated December 11, 2006.
3. Observers report and related documents received January 11, 2007.
4. Email correspondence from Carol Cone, ECR Series Administrator, January 14, 2007.

FINDINGS

Under authority granted by ECR Series Rule 7.9., the ECR race on Saturday, September 2, 2006, was shortened by the Chief Steward due to poor visibility, lightning, and heavy rain. Also due to the extremely inclement weather, the provisional race results were not posted until the next morning (Sunday, September 3, 2006). The provisional results were also posted on the internet on Monday, September 4, 2006. Final results for this race were posted on the Central Florida Region's website on September 5, 2006. In accordance with GCR 13.3., the time limit for Mr. Robertson to protest the action of the Chief Steward was 30 minutes from the completion of competition. (GCR 13.3.F.) The Court finds that Mr. Robertson's protest was not timely.

DECISION

The Court of Appeals upholds the decision of the SOM. Mr. Robertson's appeal contained no new evidence and was not well founded. Mr. Robertson's appeal fee will be retained by SCCA.

JUDGEMENT OF THE COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Mark Milazzo vs. SOM COA Ref. No 07-01-SP
February 15, 2007

PRIOR PROCEEDINGS AND FACTS IN BRIEF

At Phoenix International Raceway on Friday, January 12, 2007, following the National race for FA cars, the nose of FA # 86, driven by David House, was found to be non-compliant. Scrutineer Greg Lund reported this discrepancy to the Chief Steward, JoAnne Jensen, who issued a Chief Stewards Action (CSA) assessing a time penalty sufficient to move Mr. House to the last overall finishing position and loss of event points. Mike Milazzo, Entrant for FA # 86, protested that decision. The Stewards of the Meet (SOM), Peter Roberts, Jack Brabban, Barbara Munn (SIT), James Malone (SIT), and David Nokes, Chairman, held a hearing, upheld the Chief Steward's penalties, and assessed 3 penalty points against Mr. House's competition license. Mr. Milazzo appealed the SOM decision.

DATES OF THE COURT

The Court of Appeals (COA), Bob Horansky, Dick Templeton, and Michael West, Chairman, met on February 8 and 15, 2007, to hear, review and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Mr. Milazzo, dated January 16, 2007.
2. Email from Joanne Jensen, received January 24, 2007.
3. Observers Report and related documents received February 8, 2007.
4. Email from Jeremy Thoennes, Technical Services Manager, SCCA Club Racing received February 9, 2007.

5. Email from Bob Dowie, Club Racing Board (CRB) Chairman, received February 9, 2007.

FINDINGS

At post race impound, the nose of FA #86 was measured and found to be 130.175 cm wide. The General Competition Rules (GCR) 9.1.1.A.1.a.2, page 161, states the nose width for a Pro Star Mazda entered as a Formula Atlantic is 129 cm maximum.

The Chief Steward received input from the manufacturer stating the nose configuration and width of FA #86 was compliant with the Star Mazda Pro Series rules. The competitor and manufacturer both contended the front nose maximum width listed in the GCR was not correct. Following an exhaustive search the Chief Steward determined there were no Technical Bulletins or GCR omissions that would support the competitor's contention and issued the Chief Steward's Action. The SOM reviewed all the pertinent documentation and disallowed the competitor's protest (affirmed the penalties assessed by the Chief Steward).

An e-mail from Jeremy Thoennes, SCCA Technical Services Manager, confirmed the 129 cm maximum nose width dimension listed in the GCR was obtained in writing from Gary Rodrigues, Star Race Cars, via email dated October 21, 2004. The 129 cm maximum nose width was the dimension approved by the CRB for this car. (GCR 9.1.1., page 161). In addition, Mr. Thoennes and Mr. Dowie confirmed no requests have been submitted to the CRB to amend this dimension.

DECISION

The Court of Appeals upholds the decision of the SOM in it entirety. The penalties assessed David House will stand. Mr. Milazzo's appeal was well founded and his appeal fee, less the amount retained by the SCCA, will be returned.

RALLYCROSS BOARD MINUTES

SOLO EVENTS BOARD MINUTES | *Jan. 15, 2007*

The RxB met in conference call on January 15th, 2007. Members in attendance were Tom Nelson (Chair), John Barnett, Mark Utecht, Mark Walker, Pego Mack (Rally Manager), and Howard Duncan (National Office).

The RxB discussed the candidates for the open Steward and Board positions.

Member issues discussed:

(Giles) Are shock absorbers in stock required to be factory units or are equivalent units acceptable? Referred to rules committee.

(Gerber) Eliminate tread gap rule (6.2.C.2.D). Referred to rules committee.

Meeting adjourned at 10:00pm.

RALLYCROSS MEMO

RallyCross Board seeking candidates for RallyCross Divisional Steward in CenDiv. Please forward Rally resume and letter of intent to the rxb@scca.com

SOLO EVENTS BOARD MINUTES

SOLO EVENTS BOARD MINUTES | *Feb. 2-4, 2007*

The Solo Events Board met at the SCCA National Convention February 2-4. Attending were SEB members Dick Berger, Marcus Merideth, Chris Dorsey, Tina Reeves, Jason Isley, Donnie Barnes, Steve Wynveen, Andy Hollis; Kaye Fairer of the BOD; and Howard Duncan and Doug Gill of the National Staff.

SOLO GENERAL ITEMS

- The SEB committee liaisons for 2007 will be as follows:

  SAC – Isley, Barnes, Wynveen
  STAC – Hollis, Barnes
  SPAC – Bauer, Hollis, Wynveen
  SMAC – Dorsey, Bauer
  PAC – Berger, Dorsey
  MAC – Reeves, Berger
  KAC – Merideth, Isley
  SSC – Merideth
  EOC – Reeves
  Site – Reeves

- Vacancies are anticipated on the SEB for 2008 from the Great Lakes and Midwest Divisions. Interested members should submit their qualifications in writing to the National Office.

- The SEB approved the creation of a Solo National Appeals Committee to handle appeals of protest decisions at National-level events. Art Trier was appointed as the Chair; remaining NAC members are TBD.

- The SEB is seeking members for an ad hoc Solo Trials committee to refine the rules and address marketing aspects. Interested members should submit their qualifications in writing to the SEB via the National Office.

- Vacancies are anticipated on the Site Acquisition Committee. Interested members are requested to submit their qualifications in writing to the SEB via the National Office.

- The Site Committee has made available a CD containing marketing materials for Regions to use in approaching owners of potential Solo sites. Regions should contact the National Office for a copy of this CD.

- The SEB is reviewing a preliminary draft of a national Solo sound control policy, based on an adaptation of one created by the San Diego Region. These measures have been in place for a number of years and have proven to be effective with the least impact on competitive circumstances. Member comment on this proposed policy is invited. The specific dB levels are expected to be assigned by Regions according to the needs of their sites. The policy draft is as follows:

"The competitor shall carry sole responsibility for ensuring their vehicle complies with these Sound Control Standards and Procedures.

Vehicle sound emission is not a constant factor that can be trimmed to barely legal (in the manner of engine displacement or vehicle weight.) Sound emissions may vary significantly from morning to afternoon, and day to day, so the competitor is advised to target any vehicle sound emission level "adjustments" to well under the limit, to allow for variations in conditions.

The intent of the following rules are to truly make our events quieter by limiting the sound level produced by individual vehicles. Competitors are expected to use mufflers as the primary method for sound reduction. Sound measuring stations will be on both sides of vehicles to ensure sound output levels are below limits.

Standard:

- Maximum limit of (XX)db, A weighted, at the measuring point.

Measurement:

- The measuring point will be established during course set up, and approved by the event chair. The course map shall be provided to the chief of sound two days before the event.
- When possible, measurements will be taken at all event sites to provide information for competitors.
- Measurement will be taken at a point on course where the car can reasonably be expected to be at full throttle, under load, and at high RPM.
- The measuring point will be 50 ft from the edge of the course lane, using a coned gate as a reference. More than one measuring point may be established.

Sound Station(s)

- A Sound Station will be established at the measuring point(s) on the course.- At a minimum, an ANSI Type 2 sound with a digital readout will be used.

- The meter will be mounted on a tripod, 3-4 feet above ground level.
- The meter will be positioned perpendicular to the vehicle's direction of travel.
- The meter will be set to "A" weighting, "Slow" Response.
- When possible and practical, the Sound Station(s) will be as far away as practical from inhabited buildings.
- The Sound Station Operator will record the Heat #, Run #, Car # and Class and Sound Reading, on a Log developed for that purpose.
- Sound Logs will be posted on site after each run group, and on the web following the event.
- Sound Logs will be maintained for one year.
- Every car will be measured on every run.
- The Sound Station Operator and the Grid Sound Control worker will be equipped with a radio on the same channel as the Corners, Grid and Control.
- One or more (as required) of the "downstream" corner stations will be equipped with a black flag and dedicated flagger.
- The Sound Control Grid worker will be equipped with a clip board & notepad to record the car number of violators announced by the sound operator, for his reference when the car returns to Grid.

Violations:

- When a vehicle exceeds (XX – 3) dBa, the sound operator will inform the grid sound control worker.
- When a vehicle exceeds (XX + 3) dBa, the sound operator will announce over the radio, "sound flag, sound flag," then state the car number and class, and the measured reading. The Grid Sound Control Worker will record the car number and sound reading.
- The corner station(s) with the black flag will display it when called by Sound Control, so it can be seen by the driver, signifying to the driver that his vehicle has exceeded the (XX + 3)dbA secondary limit.
- The driver must immediately come off the throttle and continue through the course, without either stopping or driving at a competition pace.
- Any run (XX) dBa or over will be scored a DNF.
- The driver will be notified of any measurement over (XX – 3)dBa.
- When a car in violation ((XX) dBa or over) returns to grid, the Grid Sound Control worker will notify the driver of the car's measured sound level. The driver will be given the opportunity for a "mechanical delay" to attempt to reduce the vehicle's sound level. If, in the judgment of the Grid Sound Control worker, the driver has attempted a viable remedy, he will authorize a "second chance run". If the driver(s) declines any "repair" action, or the "repair" is deemed inadequate or inappropriate by the Grid Sound Control Worker, the driver(s) will forfeit all subsequent runs in that vehicle. The Grid Sound Control Worker may offer advice to competitors. This advice, however, shall be in no manner be construed to imply that said suggested corrective action(s) absolves the competitor from complying.
- If the vehicle exceeds either limit on the "second" chance run, the vehicle may be given one "final chance" run if the vehicle meets all the requirements of the previous paragraph (second chance run).
- If the vehicle exceeds the limit on the "final" chance run, all subsequent runs by that vehicle, if any, are forfeited.

Drivers may appeal the decision of the Grid Sound Control Worker to the Event Chair."

- Members are reminded that while Tech Inspectors are not required to be SCCA members, the Chief of Tech is required to be a member, per Section 5.6 of the Solo Rules. This is to help ensure the safety of all Solo events, and Regions should be sure that the Chief of Tech uses strict procedures and well- trained Tech workers.
- The following rule change proposal, effective 1/1/2008, is being published for member review: Change 4.2.C.2, second paragraph, second sentence to read: "...and accompanied by a check or money order in an amount which is twice the current National Tour entry fee, payable to SCCA." Also change the last sentence to read: "The fee will be held by National Office and earmarked for Divisional Solo program use."
- Bryan Nemy was approved by the SEB as NorPac Divisional Solo Events Steward
- Jason Tipple was approved by the SEB as Great Lakes Divisional Solo Events Steward

- Heyward Wagner was approved by the SEB as Southeast Divisional Solo Events Steward
- Aruch Poonsapaya was approved by the SEB as Central Division Solo Safety Steward
- The SEB determined that one-course Pro Solos do not meet the eligibility requirements of 4.2.C.2 (i.e. Nationals eligibility qualifiers).

TIRE RACK SOLO NATIONALS

- The SEB liaison to the Solo Nationals Chiefs will be Tina Reeves
- The SEB selected the following course designers: R.H. Johnson, K.C. Babb. M. Feldpusch will be assisting.
- The SEB reviewed and approved various items for the draft Supplemental Regulations, which will be published in an upcoming issue of Fastrack.
- STS2 and FSAE are the only supplemental classes which will be run at the 2007 Solo Nationals.

SOLO STOCK CATEGORY

- Vacancies are anticipated on the SAC. Interested members are requested to submit their qualifications in writing to the SEB via the National Office.

SOLO STREET PREPARED CATEGORY

- Vacancies are anticipated on the SPAC. Interested members are requested to submit their qualifications in writing to the SEB via the National Office. The SEB thanks Sam Strano for his years of service to the Club as a committee member.
- The following rule change proposal, effective 1/1/2008, is submitted for member comment: Change 15.2.B to read: "Factory rub strips, emblems, and mud flaps may be removed." (ref. 06-353)
- The following listing change proposals, effective 1/1/2008, are submitted for member comment
  - Add the New Beetle 1.8T to the same listing line in DSP as the Golf and Jetta ('99-'05). (ref 07-011)
  - Combine all 1st-gen Toyota MR2's onto one line in CSP. (ref. 06-091)

SOLO STREET MODIFIED CATEGORY

- Vacancies are anticipated on the SMAC. Interested members are requested to submit their qualifications in writing to the SEB via the National Office.

SOLO PREPARED CATEGORY

- Classes DP and GP will both remain National classes through at least 2008.
- Vacancies are anticipated on the PAC. Interested members are requested to submit their qualifications in writing to the SEB via the National Office. The SEB thanks Ken Yeo for his years of service to the Club as a committee member.
- The following rule change proposals, effective 1/1/2008, are submitted for member comment:
  - Change second sentence of 17.10.P.2 to read: "Separate expansion or header tank(s) are permitted, provided they are not mounted in the driver/passenger compartment." (ref. 06-223)
  - Allow unlimited wheel diameters in CP with no weight penalty (ref. 06-928)
  - Allow up to 10" wheel widths in DP and EP with no weight penalty, and allow from 10" to 12" widths with a 100 lb. Weight penalty. (ref. 06-928)

SOLO MODIFIED CATEGORY

- Vacancies are anticipated on the MAC. Interested members are requested to submit their qualifications in writing to the SEB via the National Office.
- This brief proposed revision to B Modified for the 2008 rulebook is put forward by the MAC, as approved by the SEB, to simplify how the rules concerning weights and engines are viewed or interpreted, and try to make things easier for the members to understand. The GCR makes putting all the rules together on permissible engines in all the different cars in B Mod very confusing and perhaps frustrating to those trying to decide to enter or build for this class. Member input is invited on this proposal.

The revision advises that Sports Racers and open wheel Formula cars using the same engines should run under the same weight formula, and closes some loopholes discovered in the 2007 rules.

Please note that there is almost no change to the existing BM weight vs. engine breaks; this is mainly an alignment between Sports Racers and open wheeled cars to have equal weight for equal engine.

- Modified Category, Modified Class "B", C, change to read as follows:

"C. Sports Racers and All Open Wheel Cars Including Formula Atlantics

1. May use any automotive based 2-valve motor up to 1300cc, any 2-stroke motor up to 900cc, any 4 or more valve motor up to 1005cc. Minimum weight: 1020 pounds.

2. May use any two valve automotive-based production engines up to 1615cc. Minimum Weight: 1110 pounds

3. May use any four-valve engine up to 1615cc. Any 2-stroke up to 1300cc, Mazda 12A rotary with any porting, any carburetion. May use fuel injection without weight penalty as required by the GCR. Minimum weight: 1180 pounds.

4. May use any naturally aspirated engine up to 3000cc. Minimum weight: 1285 pounds.

5. Minimum rim width: none

6. Maximum Rim width 15 inches."

- Leave "D" for Formula 2000 with FA wings at 1090# as it is currently
- Remove sections "E" and "F" and re-letter "G" as "E".

"E. Aerodynamic restrictions for Sports Racers:

The total area when viewed from the top of all wings shall not exceed eight square feet. The current GCR CSR and DSR 45% flat bottom rule and all other aero specifications shall also apply to ASR. Production cars as recognized in DM/EM running in BM as sports racers must have the tires as viewed from above at least ½ covered. Cycle fenders may be used to comply with a sports racer classification.

F. Aerodynamic restrictions for Formula Atlantic (all open wheel in BM)

Shall follow the current GCR, no additional Solo wing limitations."

- The MAC is discussing the possibility of eliminating the "approved clone list" in DM/EM. Additional verbiage would accompany this change and assure parity of all current and future clones. All sports racer tubs would still be excluded by the current minimum floor pan dimensions.

- The following rule change proposals, effective 1/1/2008, are submitted for member comment:
  - Add new 1st and 2nd sentences to the current 18.1.A.5, Modified Production-Based Cars, Bodywork: "The location or relocation of a conventional water radiator is unrestricted and bodywork may be altered to accommodate such installation. Ducting to direct the inflow or outflow (entering/exiting in any direction) of cooling air passing through the radiator is also unrestricted."
  - Add to 18.1.E.5 as an additional paragraph: "Closed undersides or belly pans (lower surface) are permitted. The entire length of the underbody may be closed off to permit proper airflow to a rear diffuser or to smooth the underside of the car. The belly pan shall not exceed 1 inch deviation from the horizontal in any longitudinal section. Additionally, no side skirt or body side, etc. may extend more then 1cm below this lower surface anywhere on the car to the rear of the front axle unless specifically permitted by these rules. Diffuser sideplates and strakes may extend more than 1 cm below the diffuser surface as long they do not attain a definite seal with the ground on level ground." (ref. 06-348)

- The SEB has received multiple member letters asking for various changes to the Solo Vee F Mod preparation rules to make them more competitive in the class. The MAC reviewed all these letters considering the various suggestions offered and felt that the concern of the Solo Vee population had merit. The main goal of recommending these changes is to allow the update of existing Solo Vees with more modern vehicle components and performance options.

As no performance/tuning changes have been made since their origination, the Solo Vees need updates to bring them into the current realm of other cars in the class and the category itself.

The MAC, as approved by the SEB, offers the following recommendations for Solo Vee preparation rule updates for member comment. These rule updates would be effective January 1, 2008:

- Appendix A, Modified Category, Modified Class F:

Reword current section B to read:

B.1. GCR legal Formula V

Add:

B.2. Formula First (FST)

Add:

C.2.u. Limited slip (LSD) or "locked" differentials are permitted

C.2.c. New ending sentence:" This would include aftermarket aluminum heads and aluminum engine cases. Aftermarket magnesium engine cases may also be substituted."

Delete current section D and renumber to F

Add new section D:

"Although the following allowances are generally based upon the FST rule set, they have been altered to better follow the needs and goals of this program and the philosophy of the Solo Vee

D.1. Front Suspension.

The front suspension shall be standard VW Type I sedans H-beam front suspension (i.e., link pin or ball joint), or an exact replica of one of them and dimensionally identical. The following modifications are permitted:

D.1.1. Lugs may be welded, brackets attached by welding or otherwise, and holes drilled in the H-beam to permit attachment of the beam to the chassis, and components wholly or partially to the beam. Brackets may be welded to the torsion arms for the sole purpose of actuating the shock(s) and/or external mounted anti-roll bar and shall perform no other functions.

D.1.2. Open springs. Torsion bars may be used in conjunction with coils or may be removed entirely. Coilovers are permitted.

D.1.3. Removal of the shock towers above the upper H-beam tube centerline.

D.1.4. Relocation of the shock dampers is permitted. Shock dampers and their actuation are free

D.1.5. The use of any anti-sway bar or bars, internal or external, mounting hardware, and trailing arm locating spacers. The anti-sway bar fitted as part of the standard suspension may be removed. Sway bars may not be cockpit adjustable.

D.1.6. Replacement of torsion bar rubbers with spacers of another material

D.1.7. Installation of any ride height adjuster(s)

D.1.8. Removal of the drum brake backing plates

D.1.9. In the link pin suspension, non-standard offset link pin bushings may be used in order to obtain desired negative camber. Clearancing of carrier or trailing arm to prevent binding is permitted. The rubber portion of the bump stop may be removed. Caster, camber, and toe-in and link pin inclination are free.

D.1.10. In the ball joint suspension, the camber/caster adjusting nut may be replaced with an aftermarket nut of different design. Caster, camber, and toe-in are free.

D.1.11. Any wheel bearings that fit the VW sedan spindles and brake drums or disk brake hubs without modification may be used.

D.1.12. Steering column may be altered or replaced. Steering wheel is free, and may be detachable. Steering mechanism is free, but tie rods must attach to the spindle using existing steering arm, a modified steering arm, or a suitable new or modified bracket welded to the spindle. Ball joints in the tie rods may be replaced with rod ends.

D.2. Rear Suspension

D.2.1. The rear axle and tube assembly shall be standard VW Type I up to 1966, sedan swing axle (no outer pivot point for a half shaft) with axle location provided by a single locating arm on each axle. The rear axle tube may be rotated about its axis. The standard shock mounting and brake pipe brackets may be removed.

D.2.2. The rear axle bearing retainer flange mating surface may be machined, or shims may be installed under the rear axle bearing, for the sole purpose of adjusting bearing axial float.

D.2.3. Springs, shock dampers, their actuation, and camber compensating devices are free.

D.3. Braking System

D.3.1. Standard VW Type 1-3 brake components, disk or drum, may be used, including any standard VW Type 1-3 original. Use of aftermarket hubs, disc or drum brake components in the front or rear of the vehicle or any combination thereof is unrestricted as long as the units chosen are deemed safe.

D.3.2. Caliper housing material may be removed on the outer radius surface of the outer piston housing to clear the inside of the rotating wheel.

D.3.3. Any type lining or pad material may be used.

D.3.4. Adapter plates may be fitted to allow mounting of front or rear brake calipers.

D.3.5. Cross-drilling or grooving of rotors is permitted. Cast iron rotors shall be used on both the front and rear of the car.

D.3.6. Rear brake drum assemblies may be removed and replaced with one-piece cast iron brake rotors with machined-in rear axle splines. Caliper mounting is free.

D.3.7. The car shall be equipped with a dual braking system operated by a single control. In case of a leak or failure at any point in the system, effective braking power shall be maintained on at least two wheels.

D.3.8. A separate hand brake is not required. Removal of the hand brake and operating mechanism is permitted

D.3.9. Brake lines may be of any suitable material, including steel braided lines.

D.3.10. 4 or 5 lug wheel hubs may be used. Wheel mounting lug bolts may be replaced with studs.

Add new section E:

E. Solo Vees may upgrade their 1600 cc engines in either one of the following two option packages. There shall be no "mixing" of allowances. When chosen as a package, these allowances will override selective limitations in other sections of the Solo Vee rules.

E.1. Increase compression up to and including 10:1 ratio

Carburetion is unrestricted. Fuel injection is prohibited.

Valve size may be increased to a maximum of 40 mm intake and 35.5 mm exhaust

Minimum weight reduction to 975#

OR

E.2. Increase bore up to and including 94 mm maximum per cylinder; total displacement of 1915 cc. All aftermarket parts and machining necessary to accomplish this modification is permitted."

SOLO KART CLASSES

- Brian Garfield was approved as a new member of the KAC.

MEMBER ITEMS REFERRED TO COMMITTEE

STAC – brake allowances for cars in ST and SP.
SPAC – Seat mounting guidelines and seat height requirements for both driver and passenger. NOTE: the committee has been asked to review this issue in order to encourage the use of safe mounting configurations with non-standard seats.
SPAC – Camber allowances for current build conditions on common vehicles.
PAC – Seat mounting guidelines.
PAC – New listings for former BP cars.
MAC – Seat mounting guidelines.

ITEMS UNDER REVIEW

06-170 and 06-343, brake kits and 2-piece brake rotors in SP
06-347, AE86 Corolla classing in SP
Mazdaspeed 3 classing in SP

ITEMS NOT RECOMMENDED

- Exige S ('07+) classing (ref. 07-017; per SAC)
- DS classing of BMW, Infiniti (ref. 07-015; per SAC)
- Choke sizes in GP (ref. 06-287; per PAC)
- Fiat 128 in GP (ref. 06-302; per PAC)
- Factory Five Racing Type 65 in Prepared (ref. 06-281; per PAC)
- Superformance Cobra (ref. 06-301; per PAC)
- Carburetion in GP (ref. 06-303; per PAC)
- Fuel injection in GP (ref. 06-304; per PAC)
- Firewalls/floor pans in XP (ref. 06-322)
- Exige S in FP (ref. 01-017) NOTE: the Exige S is being added to the one-line Exige listing in ASP.
- Spoilers with endplates (ref. 06-316; per PAC)
- DM/EM combination (ref. 06-329, per MAC)
- Street-driven Seven class (ref. 06-333 and 06-354, per MAC)

TECH BULLETINS

1. General: The last sentence of 2.1.B is clarified to read as follows: "surface features (dips, crowns, etc.) which could cause a car to become airborne shall be avoided."

2. General: Change 2.1.E to read: "Special caution should be applied where negative-cambered turns are used."

3. General: Change the third sentence of 2.1.J to read: "The timing finish and course exit should be visually well-defined and

carefully constrained."

4. General: Section 3.3.3.B.1 should be replaced by the following:

   1) All loose items, inside and outside the car, must be removed.

   2) Passenger's seat back and all cushions, bolsters, headrests, etc. must be secured. All allowed aftermarket replacement seats (i.e. driver and passenger) must be securely and safely mounted. Special care should be taken when using other-than-OE mounting points and/or fabricated bracketry.

   3) Video cameras, if installed, must be securely mounted to withstand loads from driving maneuvers. The camera may be installed either inside or on the outside of the car. In either case, the mounting method and position must not interfere with driving or pose an additional hazard to driver, passenger, or course workers.

5. General: Add to the unstable vehicle examples in 3.1, third paragraph: Scion xB. NOTE: The xB is eligible for STS.

6. General: Add new Section 12.15 as follows:"SOLID REAR AXLE – A dependent rear suspension system in which the wheels are mounted at each end of a solid, or undivided, axle or axle housing; includes live axles and beam axles as found on both RWD and FWD cars." Also add to Appendix G: "'Scott Russell' linkages, for example like that found on the rear of an '06 Nissan Maxima, are a form of independent suspension and are not included in the definition of solid rear axle."

7. General: Add new Section 12.16 as follows: "VARIABLE VALVE TIMING — Any system that dynamically alters the timing of valve events while engine is operating."

8. Stock: The competition-only steering knuckles for the Cobalt, G5, and ION, as specified in Service Information Document #1864485, do not meet the requirements of the Stock category (ref. 03-363).

9. Stock: Add new section 13.2.B: "Data acquisition systems (including video cameras) and the accompanying sensors are allowed but may serve no purpose during the run other than real-time display and data recording."

10. Stock: Update 13.10.E as follows: replace references to the five-year/50,000 mile warranty with "...federally mandated warranty period..."

11. Stock: Add new listings, effective immediately upon publication, as follows:

VW Passat W8	GS
Honda Fit	HS
Toyota Yaris	HS

12. Street Touring: Change 14.2.C to read: "Factory rub strips, emblems, and mud flaps may be removed."

13. Street Touring: Remove "Porsche (all)" from the STS2 exclusion list. (ref. 07-023)

14. Street Touring: Add "..and may only provide stiffening along one axis..." to the second sentence of 14.8.M.

15. Street Touring: Change 14.8.H to read: "Solid axle allowances."

16. Street Prepared: Change "spoiler" to "spoiler/splitter" in 15.2.H and 15.2.H.1, and add "splitters may not protrude beyond the bumper." (ref. 07-022)

17. Street Prepared: Change 15.2.A, third sentence: "This does not permit modifications to the chassis or bodywork inboard of the vertical plane of the hub/wheel mounting face (at rest, with front wheels straight ahead), (ref. 07-006)

18. Street Prepared: Per 15.10.C.4, ceramic coating of turbochargers is not permitted. Comment: The SP rules do not permit any changes to a turbocharger, and addition of a ceramic coating would alter its performance. (ref. 06-349)

19. Street Prepared: Change 15.8.H to read: "Solid axle allowances."

20. Street Prepared: Change the VW Golf/Jetta listing in DSP to add "('99-'05)" (ref. 07-011)

21. Street Prepared: Change BMW 330 listing line in DSP to read: "330 (E46) (All except M3)"

22. Street Prepared: Add "..and may only provide stiffening along one axis..." to the second sentence of 15.2.C.

23. Street Prepared: Add new listings, effective immediately upon publication, as follows:

Mazda MX-5 ('06+)	CSP (separate line)
Scion tC	FSP
VW Passat W8 4Motion	ESP (ref. 01-012)
Lotus Exige S	ASP (same line as current Exige listing) (ref. 07-017)
Mini Cooper S JCW GP	DSP (same line as current Cooper S listing) (ref. 06-345)
Pontiac Solstice/Saturn Sky	CSP (one line)
Pontiac Solstice GXP/Saturn Sky Redline	ASP (one line)
Mazda 3	FSP (ref. 06-153)

24. Prepared: The Fiat 850 listing in GP should show 14x6.5 wheels, and the alternate part listing for a 903 motor should be removed. (ref. 06-334)

25. Prepared: Add the Mercury Comet ('71-'77) to the Ford Maverick listing in CP. (ref. 06-156)

26. Prepared: Add “n/a” to the FP listing of the Lotus Exige.

27. Prepared: Add to 17.2.P.2: “Spoiler endplates are defined as any vertical (or semi-vertical) surfaces attached in front of the spoiler which have the result of capturing and redistributing air (down force) along all or any portion of the spoiler.”

28. Modified: Per the MAC: In response to recent questions pertaining to the location or relocation of conventional water radiators and the resultant ducting of air flow into and out of the radiator, it is within the intent of the D/E Modified rule set that there is to be no restriction on such placement, ducting, or the direction of air that inflows/outflows from the radiator. Body panels may be altered and air ducting installed to accommodate the installation of the water radiator. (ref. 07-028)

29. Modified: Per the MAC: Clarify 2007 Section 18.1.E.4.c. Aerodynamic Aids, Rear Spoilers to read as follows:

“The spoiler may be no wider than the rear bodywork, measured as the maximum distance between the outside edges of the wheel well openings or fender flares at axle height. The 10/4 inch rule does not apply when measuring spoiler width. The spoiler shall not protrude beyond the overall perimeter of the bodywork as viewed from above.”

30. Karts: Add to 19.0: “Data acquisition systems are allowed in all Kart classes.”

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/Club/index.asp?reference=schools

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

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

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

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

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

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

SOLO

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

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

RALLY

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

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

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