

The following is a compilation of technical bulletins and rules changes authorized by the Board of Directors or the Club Racing Board. The Fastrack month or web posting date is indicated in the header for each class or category. The effective date is the Fastrack month unless otherwise indicated.

GCR – January

1. As approved by the BoD in this FasTrack; change section 3.3.5.E, p. 13, as follows: A \$10 surcharge for each Spec Racer, Formula SCCA, and *Spec Miata* car must be submitted to the SCCA National Office with the tow fund and excess sanction fees for the event.
2. As approved by the BoD in this FasTrack; change the first sentence of section 4.4.3.E.3, p. 25, to read as follows: A driver who logs six (6) Regional races on the Novice Permit and then applies directly for a National License may be licensed for a fee of \$85 ~~\$75~~.
3. As approved by the BoD in this FasTrack; change section 4.4.5.D.3, p. 27, to read as follows: National License fee of \$85 ~~\$75~~, payable to SCCA; includes GCR.
4. As approved by the BoD in this FasTrack; change section 4.4.7.C.3, p. 28, to read as follows: Vintage License fee of \$65 ~~\$55~~, payable to SCCA; does not include a GCR.
5. Correct section 8.1.2, p. 66, by changing the section reference at the end of the paragraph as follows: 5.12.2.~~C~~.
6. As approved by the BoD in this FasTrack; change section 8.1.4, p. 66, to read as follows: To obtain a determination on the legality of a vehicle or component, without filing a formal protest, a competitor may request such a ruling from the Club Racing Office. The Chairman of the Stewards Program will then convene a first court. *The protest and appeal procedures described in sections 8.3 and 8.4 apply except that Their decision would then be reviewed by the Court of Appeals. The fee for this service is \$250. A portion of this fee may be refundable at the discretion of either or both courts.* Penalties or penalty points will not be assessed in the event of a negative ruling. Also, a non-compliant ruling will be published; a compliant ruling will not be published. *The fee for this service is \$125 for the first court and \$175 for the Appeals Court.*
7. As approved by the BoD in this FasTrack; change the third and fourth sentences of section 8.4.3, p. 70, to read as follows: The Notice of Appeal shall be U.S. Government postmarked or registered with a carrier service (i.e., UPS, Federal Express, etc.) within ten (10) days after the announcement of the decision being appealed has been given to the appellant and shall include the appropriate appeal fee of \$175 ~~425~~, payable to SCCA, Inc. A minimum of \$100 ~~50~~ of the appeal fee will be retained by the SCCA on all appeals that are filed, unless otherwise determined by the Court of Appeals.
8. Correct the first sentence of section 9.3.18.G.2, p. 80, by adding 8854/98 to the accepted FIA specification list.
9. As approved by the BoD in this FasTrack; change section 9.3.19.A, p. 81, as follows: Driving suits that effectively cover the body from the neck to the ankles and wrists, manufactured of fire resistant material, worn with underwear of a fire resistant material. One piece suits are highly recommended. All suits and underwear shall be made of the following accepted fire resistant materials: Nomex, Kynol, FPT, IWS (wool), Fiberglass, Firewear™, Durette, Fypro, PBI, Kevlar, NASAFIL, or any suit carrying an SFI 3-2A/1 or higher certification patch. Underwear of PROBAN is approved. The following specific manufacturer(s) material combinations are also recognized: Simpson Heat Shield, Leston Super Protex, FPT Linea Sport, Carbon X, and Durette X-400. Underwear is not required with three-layer suits or with suits carrying FIA standards of 8856-1986 or 8856-2000 or SFI 3-2A/5 or higher (e.g., /10, /15, /20) Certification Patch. FIA homologated driving suits and underwear are recommended.

Effective 1/1/09: change section 9.3.19.A as follows:

Driving suits that effectively cover the body from the neck to the ankles and wrists, ~~manufactured of fire resistant material, worn with underwear of a fire resistant material.~~ One piece suits are highly recommended. All suits *shall bear an SFI 3.2A/1 or higher certification label or FIA 8856-2000 homologation.* ~~and underwear shall be made of the following~~

accepted fire resistant materials: Nomex, Kynol, FPT, IWS (wool), Fiberglass, Firewear™, Durette, Fypro, PBI, Kevlar, NASAFIL, or any suit carrying an SFI 3-2A/1 or higher certification patch. Underwear of PROBAN is approved. The following specific manufacturer(s) material combinations are also recognized: Simpson Heat Shield, Leston Super Protex, FPT Linea Sport, Carbon X, and Durette X-400. *Underwear of fire resistant material shall be used except* Underwear is not required with three-layer suits or with suits carrying FIA standards of 8856-1986 or 8856-2000 or SFI 3-2A/5 or higher (e.g., /10, /15, /20) Certification Patch. FIA homologated driving suits and underwear are recommended.

10. As approved by the BoD in this FasTrack; add a new section 8. to 9.4.5.G to read as follows:
 8. *Formula SCCA cars shall not be required to use a crush box until March 1st, 2008.*

GCR – March

1. Section 8.4.3, p. 70, change the third sentence to read as follows: The Notice of Appeal shall be U.S. Government postmarked or registered with a carrier service (e.g. UPS, Federal Express) or by Express Mail, fax or email within ten (10) days after the announcement of the decision being appealed has been given to the appellant. Include the appropriate appeal fee of \$175, payable to SCCA, Inc. *If you fax or email your appeal, include a Visa or MasterCard account number to which your appeal will be billed.*
2. As approved by the BoD in this FasTrack; effective upon publication, correct the first Note of section 9.1.12, p. 75, to read as follows: **Note 1:** For the purposes of this section, “entrants” shall be defined as drivers classified in the final official race results of National races as finishers, did-not-finish (DNF), *did-not-start (DNS)*, or disqualified (DQ). ~~Drivers classified as did-not-start (DNS) shall not count as entrants.~~
3. Section 9.3.19.B, p. 81, add to the end of the first sentence as follows: *...or British Standards Institute BS6658-85 type A/FR.*
4. Clarify section 9.3.40, p. 90, by changing the second sentence to read as follows: ~~In cases where the seat is upright~~ The back of the seat shall be firmly attached to the main roll hoop, or its cross bracing, so as to provide aft lateral support.
5. Section 9.4.E.3.a, p. 97, add to the end of first sentence as follows: Mounting plates welded to the structure of the car shall not be less than .080 inches thick *nor more than 0.25 inches thick.*
6. Section 9.4.E.3.b, p. 98, add the following after the first sentence: *Mounting plates shall not be more than 0.25 inches thick.*
7. As approved by the BoD in this FasTrack; effective upon publication, add the following before the last sentence of the first paragraph in section 9.4.5, p. 100: Closed cockpit sports racer cages may be constructed in accordance with 9.4. ROLL CAGES FOR GT AND PRODUCTION BASED CARS.
8. Section 9.4.5.G.1.C, p. 104, change the parenthetical “honeycomb” to “e.g. honeycomb”.
9. Appendix B – Glossary, clarify the definition of Ferrous, p. 117, to read as follows: Ferrous – An alloy containing *more than 50%* iron.
10. Appendix B – Glossary, clarify the definition of Girdle, p. 119, ~~A An engine~~ component whose purpose is the structural reinforcement of the bottom end of an engine block. ~~by the replacement of~~ *It either replaces the main bearing caps with a continuous block of material containing equivalent bearing mounts or it is a continuous block of material that mates with the existing main bearing caps (which may be machined to achieve the mating).*
11. Appendix B – Glossary, p. 133, add a new definition as follows: *Turbo inlet restrictor – A system to limit engine performance that meets the following criteria: The inlet restrictor shall be placed within 50mm of the rotating section (impeller assembly) of the pressurizing unit. The inlet restrictor shall have a single, circular opening through which all inlet air passes. The maximum ID of the restrictor is listed on the vehicle's spec line. The restrictor's maximum ID must be maintained for a minimum length of 3mm. There shall be no other provisions for airflow to the turbocharger other than through this single orifice.*

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

GCR – May

1. Appendix B – Glossary, change the definition of cooling system, p. 114, to read as follows:
Cooling System – those components directly associated with the cooling of an engine, including any hoses, fans, pumps, radiators, internal engine passages, galleries, coolant retention components and coolant entry and exit points, etc.
2. Appendix B – Glossary, add a definition for a lubrication system to read as follows:
Lubrication System – those components directly associated with the lubrication of an engine, including hoses, pumps, heat exchangers, internal engine passages, galleries, lubricant retention components and lubricant entry and exit points, etc.

GCR – May BoD Minutes

1. As approved by the BoD in the May FasTrack, effective 4/20/08, replace 8.1.4 with:
8.1.4. Rules Interpretation
To obtain a determination on the legality of a vehicle or component without filing a formal protest, a competitor member may request such a ruling from the Club Racing Office. The Chairman of the Stewards program will then convene a first court. The protest and appeal procedures described in sections 8.3 and 8.4 apply, except that penalties or penalty points will not be assessed in the event of a negative ruling.
Each court (first and appeals, as applicable) will consult the Club Racing Board for expert technical testimony. After receiving the decision of the first court, the member may do one of the following:
 - Request court of appeals review, and provide additional evidence to the court of appeals, if desired.
 - Withdraw a request for court of appeals review, if previously made
 A non-compliant ruling will be published; a compliant ruling will not be published. The fees for this service are as follows:

first court	\$125
appeals court	\$175.
2. As approved by the BoD in the May FasTrack, effective 4/20/08, replace the last two sentences of 8.4.6 with the following: Penalties involving time, disqualification, suspension, or loss of points shall be made effective from the date of the conclusion of the event involved. If the Court of Appeals affirms a suspension penalty imposed by the first court or determines that a suspension penalty should be added, the COA will determine the date on which suspension penalty begins.
3. As approved by the BoD in the May FasTrack, effective 4/20/08, add a new item 3 in 7.4.A and renumber the remainder of 7.4.A:
 3. Loss of event points 1 point

GCR – June

1. As approved by the BoD in this FasTrack, effective 5/9/08, change the third paragraph of section 3.1.5, p. 8, by adding to the end as follows: *NASA (Competition License)*.
2. Correct section 9.4.B.2, p. 96, by adding a new section e. to read as follows:
 - e. *On cars where the rear window/bulkhead prohibits the installation of rear braces (e.g. Honda del Sol), the main hoop shall be attached to the body by plates welded to the cage and bolted to the stock shoulder harness mounting points. This installation design must incorporate a diagonal bar connecting the top of the main hoop to the lower front passenger side mounting point (Petty Bar). Alternatively, the rear window may be removed and a clear, lexan replacement installed. The rear cage braces may pass through this replacement window and through the engine cover or bodywork to allow connection to the frame or unibody. Such allowances shall be noted on the car's specification line.*
3. Change the table in section 9.4.F.2, p. 98, as follows:

GCR Vehicle Weight	Tubing Size (inches) (outer diameter x wall thickness)
Up to 1700 lbs	1.375 x .080
1701 – 2699 lbs	1.500 x .095

	1.625 x .080
2700lbs and up	1.750 x .095 1.625 x .120

GCR - July

1. Add a note to 4.4.3.A.1 p. 24: *(Note: Divisional Licensing Chairmen and regions may issue Novice Permits without a prior medical review unless one or more of the conditions is present that require medical review as specified on the medical form.)*
2. Change 9.2.1.G.1 p.104 to read: All formula cars *registered* or homologated with SCCA as of 1/1/1986 must have a front impact attenuation device meeting at least one of the following criteria:
3. Change 9.4.5.G.2 p.104 as follows:
Formula Vee and other formula cars using the VW sedan H-beam front suspension ~~may use the front crush structure specified in~~ *must satisfy the requirements of* section 9.1.1.C.3.A.10 or *use any of the structures listed in* section 9.4.5.G.1.
4. Add to Appendix C.2 p. 138, 13. *Dielectric Constant has a tolerance of +0.2.*

Formula
FA – April

1. Section 9.1.1.A.2.b, FA engine table, p. 179, line W, Volkswagen 1835cc, correct the specs by adding to the Notes as follows: Notes: Alt block and crankshaft permitted with max. displacement of 2135cc, valve lift (measured at zero lash): .500" max.
2. Section 9.1.1.A.2.b, FA engine table, p. 179, line X, Volkswagen 1600cc, correct the specs by deleting the Notes in their entirety: ~~Alt block and crankshaft permitted with max. displacement of 2135cc, valve lift (measured at zero lash): .500" max.~~

FA – May

1. Section 9.1.1.A.2.b, FA engine table, p. 178, line I, correct the specs to read as follows: Notes: any BD series iron or alloy cylinder block *and alternate crankshaft permitted with a max. displacement of 1615cc.*
2. Section 9.1.1.A.2.b, FA engine table, p. 179, line V, correct the specs to read as follows: Notes: Alternate crankshaft permitted.

FA – June

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

FE – January

1. As approved by the BoD in this FasTrack; add a new section e. to section 9.1.1.A.5.5, p. 184, to read as follows:
 - e. *Enterprises impact attenuator part #WM180023 (crush box) shall be installed, effective 3/1/08.*
2. As approved by the BoD in this FasTrack; change section 9.1.1.A.5.13.a., b., and c. p. 189, as follows:
 - ~~a. A competitor shall start the race on the same set of tires (meaning the original four) as used in a qualifying session for the race. The only exception is rain tires. It is the responsibility of the competitor to ensure their tires are marked appropriately for qualifying and race sessions. It is recommended that regions offer these services at a central location such as pre-grid or Tech.~~
 - ~~b. A change of tires during or between a qualifying and race session shall automatically result in all previous times being disallowed.~~

- e. ~~If a tire is damaged during a qualifying session the competitor may replace that tire with a used tire upon approval of the Chief Steward. Should a tire be replaced for any reason, the competitor shall forfeit his grid position and start at the back of the grid.~~
- a. *A competitor shall start the race on tires used in a qualifying session for the race as identified by markings made on the tires by a race official. It is the responsibility of the competitor to ensure that his or her tires are appropriately marked prior to (e.g. on the false grid), during, or immediately after (e.g. as the car leaves the track) a qualifying session.*
 - b. *For races with more than one qualifying session, a competitor shall start the race on any marked tires from any qualifying session for the race.*
 - c. *If a competitor chooses to start the race on any tires that were not used in a qualifying session for the race and not appropriately marked, the competitor shall forfeit his or her grid position and start from the back of the grid. This forfeiture of grid position shall not apply if all qualifying sessions for the race were run under rain or wet conditions.*
 - d. *A complete set of four (4) rain or wet track tires may be used at the competitor's discretion for any race. Rain tires may be in new or used condition and require no special marking if used as a complete set of four.*
3. Change section 9.1.1.A.5.15, p. 189, to read as follows: The car shall weigh 1250 ~~4265~~ lbs. minimum, including the driver.

FE - July

1. Section 9.1.1.A.5.13 p.189 add as follows: Hoosier R45, ~~or~~ R45A, *or R45B* (SCCA Labeled) Compound.

FC – January

1. Correct the tenth sentence of section 9.1.1.B.4.a, p. 197, to read as follows: Only the Ford #RFYS4E6090AC *or* #RFYS4E6090AD head is allowed.

FC – February

1. Section 9.1.1.B.3.f, p. 194, change the section to read as follows: Pistons shall be standard Ford Mahle, AE Hepolite, CP, or J&E. Pistons must be unmodified in any way except for balancing and as detailed herein.
2. Section 9.1.1.B.3.f, p. 194, change section 4. and add a new section 5. to read as follows:
 4. *CP piston P/N IV 2.0 LTR with rings, pin, connecting rod (with bolts), but without bearings: Minimum permitted weight = 1240 grams. Part number and Ivey logo stamped on wrist pin bosses.*
 5. *JE piston P/N M-6102-B200 with rings, pin, connecting rod (with bolts), but without bearings: Minimum permitted weight = 1240 grams.*
NOTE: M-6102-B200 piston assembly is now made by JE and is visually different. I.D. Marks: M-6102-B200, Ford racing logo. All marks pin stamped on wrist pin bosses.
3. Section 9.1.1.B.3.f, p. 194, correct the section reference in the last paragraph as follows: ...Section 9.1.1.B.3.d.

FC – May

1. Change section 9.1.1.B.3.ee, p. 197, to read as follows: Only modifications or additions specifically covered by these regulations are permitted. All engine components not covered by these regulations shall remain completely standard and unmodified. *When a system is specified to be "unrestricted" (e.g. paragraphs r and t), the restrictions of this paragraph do not apply.*

FC – May BoD Minutes

1. As approved by the BoD in the May FasTrack, effective 4/20/08, Change the last sentence of section 9.1.1.B.4.a as follows: ~~Camshaft timing is unrestricted.~~ Required camshaft timings are as follows:
 - Intake centerline 116-117 degrees ATDC
 - Exhaust centerline 106-107 degrees BTDC

FC – June

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

Intake port maximum volume 70.0 cc.

Exhaust port maximum volume 52.0 cc.

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

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

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

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

FV – March

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

FF – January

1. Change the following specification of section 9.1.1.D.2.d, p. 217, as follows:

~~Max. length: 3.80"~~

FF – February

1. The FF engine rules have been rewritten and organized for clarity. Replace sections 9.1.1.D, D.1, and D.2 with the following:

D. FORMULA FORD PREPARATION RULES

NOTE: Contained herein are the 1986 Formula Ford chassis construction requirements (see D.6 and D.7).

Definition

- a. A formula for single-seat, open-wheel racing cars using standard Ford 1600 “crossflow” pushrod engines, with firewall, floor, and safety equipment conforming to the GCR.
- b. Formula Ford 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.
- c. Two engines are allowed in Formula Ford:
 1. The Ford 1600 GT “Kent” pushrod “crossflow” as installed in the Ford Cortina in 1971 and later. The Kent engine specifications are contained in D.1.
 2. The Ford 1600 GT “Cortina” engine as installed in the Ford Cortina through 1970. The Cortina engine specifications are contained in D.2.

D.1. Kent Engine

a. General:

1. Components shall not be interchanged between the Kent and Cortina versions of the engine unless specifically authorized.

2. The engine shall not be altered, modified, or changed in any respect unless specifically authorized herein.
3. The gasket face of the cylinder head may be resurfaced provided the maximum compression ratio is not exceeded.
4. Valve guides are unrestricted provided the position of the valve is not changed. Standard Ford replacement valves, with oversize stems, may be used as normal repair/maintenance procedures. The specifications, in D.1.f are mandatory. It is permitted to re-cut or replace valve seats. Valve seat angles are unrestricted.
5. Exhaust emission control, air pumps, and associated lines and nozzles shall be completely removed. When these air nozzles are removed from a cylinder head, the holes shall be completely plugged.
6. Balancing of all moving parts of the engine is permitted. The pistons, rods, crankshaft, and flywheel may be lightened to their stated minimum weights. It is permitted to polish parts of the engine providing the contour of the part is not altered and can be recognized as the original part. Pistons may be balanced to the minimum weight by removing weight from the pin boss, the underside of the piston crown, or the bottom edge of the skirt. "Gas porting", re-profiling, or any other modification to the piston, other than expressly permitted herein, is prohibited. Knife-edging the crankshaft throws is not permitted.

7. Compression Ratio

Maximum compression ratio: 9.3 to 1

The following specifications are used in determining compression ratio:

- A. Maximum bore size: 3.200"
- B. Minimum cylinder volume at Top Dead Center: 42.0cc
- C. Maximum valve protrusion from head surface: .040"
- D. Only approved head gaskets may be used (see D.1.c.3)

b. Block

1. Bore may be enlarged for clearance between cylinder and piston.
2. Cylinder sleeves may be fitted. The top surface of the block may be milled or surface ground to obtain the maximum compression ratio specified above. Any steel center main bearing cap may be used. The oil pump mounting face on the block may be machined for the purpose of fitting an oil pump.
3. The 1600 Fiesta block is permitted as a replacement part.

c. Cylinder Head

1. Ports may be reshaped by the removal of metal as long as the port diameter at the manifold face of the head does not exceed the following dimensions:
Inlet: 1.50" Exhaust: 1.20"
2. The use of the Pierce aluminum cylinder head is permitted.
3. The following head gaskets are allowed:
 - a. Ford Part # 931M6051AA
 - b. Payen Part # AH-750
 - c. Felpro Part # 8360PT-1

d. Inlet Manifold

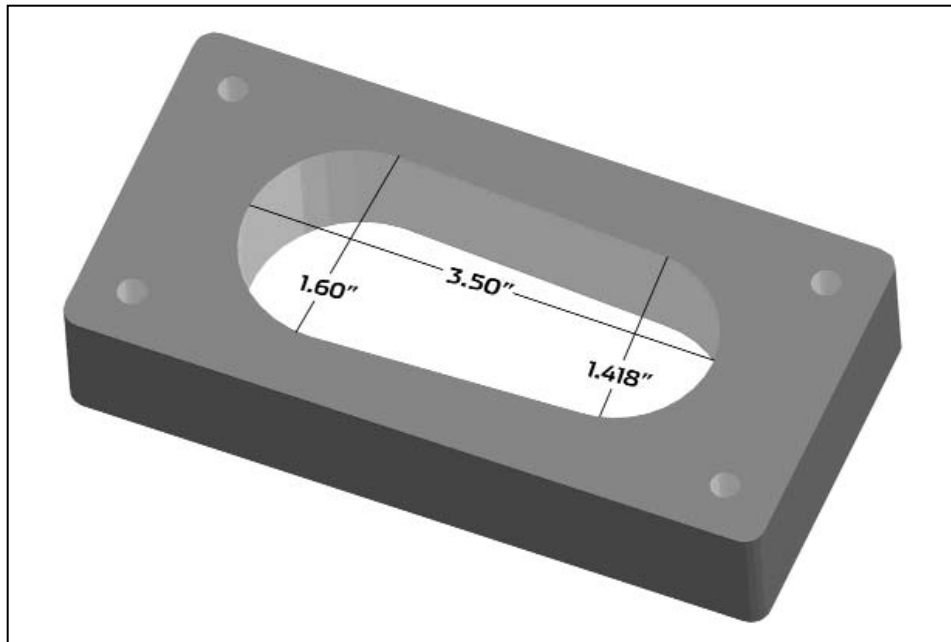
1. The ports may be reshaped by the removal of metal as long as the following dimensions are maintained:

Maximum dimension at head face: 1.340"

2. Carburetor Flange

Maximum dimensions at carburetor flange: see Figure 1.

Figure 1



3. The carburetor face of the inlet manifold may be machined to the horizontal to compensate for fore/aft tilt of the carburetor.
4. Epoxy exposed in the manifold used to make repairs is acceptable, providing the total area is less than 0.75 square inches.
5. The water passages in the inlet manifold may be plugged. Holes in the inlet manifold resulting from the removal of emission/vacuum lines shall be plugged.

e. Pistons

1. Standard or 0.005 inch oversize pistons shall be used.
2. Standard size AE pistons P/N 18649, casting P/N 18634, standard size CP piston, part # 81-2 FF1600, or CP oversize piston, part # 81-2- FF1600+5 may be used.
3. Alternate piston identified as follows is allowed: P/N AE-M717D, casting number 711 M 6110. AE Hepolite P/N 20552, Casting # 20548A. Note: Mahle pistons are not allowed.
4. Dimensions and Weights

Maximum diameter:

Standard: 3.187"

0.005" o/s: 3.192"

Depth of bowl: 0.470" (minimum)

Maximum diameter of bowl: 2.44" AE Hepolite,

2.50" CP Piston

- Centerline of wrist pin to crown: 1.737 +/- .002"
- Overall height: 3.30" AE Hepolite
2.80" CP Piston
- Minimum weight 515 grams (w/ clips, pins and rings)
- Weight of pin: 115 +/- 2 grams
- Ring Groove Widths: Top Groove: 0.064"
2nd Groove : 0.0795"
Oil Groove: 0.159"
5. Piston rings are unrestricted provided that:
- One oil control and two compression rings are used.
 - No modification is made to the piston for the installation of rings.
 - Pocketing of the piston valve reliefs is allowed up to a maximum of .050" to obtain the maximum combustion chamber volume.

f. Valves

1. Dimensions

	Iron head	Alloy head
Distance apart at centers	1.540" +/- .020"	1.570 +/- .020"
Max. diameter:		
Inlet:	1.560"	
Exhaust:	1.340"	
Overall length:		
Inlet:	4.367" +/- .020"	
Exhaust:	4.355" +/- .020"	

- Reshaping of the valves is specifically prohibited.
- Alternate valve AE p/n V34524 (intake), V34525 (exhaust) are permitted.

g. Camshaft

- Regrinding camshaft lobes is permitted, providing they are ground to meet FORD and SCCA profile.
- Camshaft Lobe Centers: 109° +/- 2°

Lift at top of pushrod:

Inlet:	0.231" +/- .002" Maximum
Exhaust:	0.232" +/- .002" Maximum

Lift at spring cap: (Valve Lift)

Inlet:	0.356" Maximum
	(Zero tappet setting)
Exhaust:	0.358" Maximum

3. Recontouring of the valve stem contact pad of the rocker arm is permitted, provided the maximum lift at the spring cap is not exceeded
4. Offset camshaft/sprocket dowels are permitted.
5. Camshaft profile and lobe centers shall be checked using the official procedure published by SCCA.
6. A camshaft that is a replica of the original camshaft and of the same material may be used.

h. Valve Springs

Valve springs and valve spring shims are unrestricted, except that:

1. Springs and shims shall be made of steel.
2. No more than one spring shall be used per valve.
3. Conically wound springs are not allowed.
4. The standard spring cap and retainers shall be used.

i. Pushrods

Minimum stem diameter: 0.25"

Overall length: 7.64" Minimum

Minimum weight: 50 grams

j. Connecting Rods

Any ferrous connecting rod may be used provided it meets a minimum weight of 630 grams and has a center to center length of 4.925 +/- 0.020 inches. (Note: Weights include cap, bolts, and small end bush, but not big end bearing shells).

k. Crankshaft

An alternate cast steel crankshaft meeting original Ford Kent and SCCA dimensions and weight is permitted.

Weight: 24 lbs. 8 oz. Minimum

Max Stroke (at piston): 3.056" +/- .004"

Crankshaft pulley: unrestricted.

The crankshaft from the Cortina engine may be used.

The crankshaft from the Fiesta engine may be used.

The crankshaft may be shot peened.

l. Flywheel

1. Weight with ring gear: 15.5 lbs minimum.
2. The flywheel may be machined to reduce weight to the above minimum weight. Flywheel locating dowels are permitted.
3. Weight may be added to the flywheel, providing it is added ONLY to the existing clutch bolt holes, i.e., single cap screws or set screws. No continuous material shall be used.
4. An alternate flywheel, part # JAE1600 is also allowed at the above weight of 15.5 lbs.

m. Carburetor

Weber 32/36 DGV or Holley 5200

Venturi diameter: Primary: 26mm
Secondary: 27mm

It is permitted to:

1. Fit any jets (including accelerator pump discharge nozzle) as long as no modifications to the carburetor body are required.
2. Modify or substitute the external throttle linkage.
3. Fit internal and/or external surge pipes.
4. Remove the air cleaner
5. Fit velocity stacks
6. Remove the choke butterflies and linkage.
7. Use an alternate carburetor gasket provided it is the same thickness as the original gasket and doesn't exceed the manifold opening dimensions
8. Modify the carburetor housing for the installation of throttle shaft bearings provided the modification serves no other purpose.

m. Fuel Pump

Unrestricted

o. Exhaust Manifold

Unrestricted

p. Lubrication System

Oil pump and sump: Unrestricted

Dry sump system is permitted.

q. Cooling System

Radiator, fan, and water pump: Unrestricted

Pump/fan/generator drive belt: Unrestricted

r. Electrical Equipment

Distributor: Distributors are unrestricted provided the original drive, location, and housing (standard Motorcraft, Bosch, Lucas, or Mallory distributor #4558101) are retained. The distributor is defined as the component that triggers the LT current and distributes the HT current. The ignition timing may only be varied by vacuum and/or mechanical means. It is prohibited to use any other method or component to trigger, distribute, or time the ignition. Standard Motorcraft (Autolite), Bosch, or Lucas. The vacuum advance mechanism may be removed, and the distributor advance plate may be secured by soldering or welding or by suitable fasteners. The advance curve and advance springs are unrestricted. Generator/Alternators: not required. All other electrical components are unrestricted.

s. Miscellaneous

1. The timing chain/sprocket cover may be altered or replaced.
2. The use of the following non-standard replacement parts is permitted provided their use does not result in any unauthorized modification of any other component:
 - A. Fasteners - nuts, bolts, screws, studs, etc. Intake manifold fasteners may be of either a socket head or hex head configuration, and must be 5/16" diameter.
 - B. Gaskets, except head gasket.

- C. Washers.
 - D. Seals.
 - E. Connecting rod, crankshaft, and camshaft bearings of the same size and type as original. Normal oversize/undersize bearings are permitted. This does not allow reducing the bearing surface area by reducing the width of standard bearings.
 - F. Spark plugs.
 - G. Rocker pedestals that are of the same material and dimensionally identical (i.e., shaft location, offset, etc.) to the original components may be used.
3. Mechanical tachometer drive is permitted.
 4. The crankcase breather may be altered or removed.
 5. The standard rocker cover may be altered to provide for crankcase ventilation, and the filler cap may be altered or replaced. Valve or rocker covers may be substituted, provided that the replacement cover affords no additional function than that of the original stock cover. (relocated text from 8 below)
 6. The crankshaft and main bearing caps may be treated with salt-bath nitriding cover under SAE specification AMS 2755A (tuftriding, etc.)
 7. Any oil or lubricants may be used.
 8. Water pump, fan, and generator/alternator pulley(s) are unrestricted.
 9. Exhaust Outlets

Exhaust outlets on cars registered after January 1, 1986 shall not extend more than 60cm (23.60") behind the centerline of the rear axle and shall be positioned between 30cm (11.8") and 60cm (23.6") from the ground, measured to the bottom of the exhaust pipe.

Exhaust Outlets: Cars registered prior to January 1, 1986.

- A. It is recommended that all exhaust outlets be no longer than 60cm (23.60") behind the centerline of the rear axle and positioned between 30cm (11.8") and 60cm (23.6") from the ground.
- B. For cars unable to comply with the above rule (A.), they shall have a support bracket that attaches within six (6) inches of the outlet end, and the support bracket shall extend no more than thirty (30) degrees from vertical to the rear. Beginning January 1, 1986, it is mandatory for all Formula Ford cars.

D.2 Cortina Engine

All of D.1 applies to the Cortina engine except as specified in this section. Components shall not be interchanged between the **Kent** and **Cortina** versions of the engine unless specifically authorized.

a. Compression Ratio

Maximum compression ratio: 10.0 to 1. The following specifications are used in determining compression ratio:

1.64cc - top ring to top of piston

5.60cc - head gasket.

Minimum unswept volume per cylinder:

44.4cc (original engine with standard pistons)

45.1cc (original engine with .030" o/s pistons)

b. Block

The 1600 Pinto block, P/N DIFZ-6010-C, may be used as a replacement for the Cortina block; Standard Pinto tappets, P/N DORY 6500A and DIFZ 6500A may also be used when this block is used as a Cortina replacement.

c. Cylinder head

Ports may be reshaped by the removal of metal as long as the port diameter at the manifold face of the head does not exceed the following dimensions:

Inlet: 1.50" Exhaust: 1.16"

Combustion chamber:

Minimum depth 0.115"

Maximum length: 3.15"

Minimum volume per cylinder: 7.8cc

Reshaping is prohibited.

Ford Pinto cylinder head P/N DORY 6049B is permitted.

d. Inlet Manifold

The ports may be reshaped by the removal of metal as long as the following dimensions are maintained:

Maximum Size at head face:

Cyl. 1 & 4: 1.48" x 1.28"

Cyl. 2 & 3: .25"

Maximum size at carburetor flange: 3.060" x 1.389"

Maximum width: 3.80"

Primary choke end radius: .709"

Secondary choke end radius: .787"

e. Pistons

Standard, 0.015 inch oversize or 0.030 inch oversize pistons may be used.

Piston Maximum diameter:

Standard: 3.189"

0.015" o/s: 3.204"

0.030" o/s: 3.219"

Depth of bowl: 0.500" ±.005"

Minimum volume of bowl: 31.5cc

Maximum diameter of bowl: 2.28"

Centerline of wrist

pin to crown: 1.737" +/- .002"

Overall height: 3.30"

Minimum weight

~~and rear diffuser included in ACP kit shall not be utilized undertray must comply with GT1 rules.~~

GT1 – March

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

GT1 – May

1. Clarify section 9.1.2.D.8.k.2.F, amended in TB 08-03, by adding the following before the last sentence: *Curved brackets will be measured as if they're in a flat plane as viewed from the side. Mounting brackets are to be included in measurement.*
2. Section 9.1.2.E.1.c, p. 265, Corvette C6 (bodywork only) (05-), change the notes to read as follows: ~~** Bodywork from ACP only, 2" front splitter allowed. Effective 4/1/08~~ The front undertray and diffuser included in the ACP kit shall be replaced with an undertray compliant with the GT1 rules. ~~The ACP front diffuser may be used until this date with a 50 lb. weight penalty. Effective 6/1/08 the rear fascia and diffuser included in the ACP kit must be replaced with bodywork compliant with the GT1 rules. The ACP rear fascia and diffuser may be used until this date with a 50 lb. weight penalty. Front and rear diffuser included in ACP kit shall not be utilized undertray must comply with GT1 rules.~~
3. Section 9.1.2.E.1.c, p. 264, add the Ford Fusion bodywork w/ 106" wheelbase.

GT1 – June

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

GT1 – August

1. Change 9.1.2.D.10.b.2 p.262 to read: No part of the fuel cell shall be closer to the ground than six (6) inches, unless contained within and above the lowest part of the basic structural frame rails of the vehicle and located forward of the rear axle and fully enclosed.

GT2-L – January

1. Section 9.1.2.F.4.c.10, p. 273, change the section to read as follows: Substitute wheels of any type may be used. All four (4) wheels shall be of the same diameter except in GT2. GT2 cars may run any tire/wheel combination provided that the tire does not exceed a maximum cross section width of 12.0" in the front and 13.75" in the rear. *GT2 cars using 15 x 7" wheels exclusively may reduce the listed weight by 50 lbs.* The maximum wheel size for GT3 cars is

GT2 – January

1. Classify the MGB GT V8 and MG RV8 in GT2.
Add new spec lines to GTCS p. 281, Model: MGB GT V8 & RV8, Body Style: 2dr, Driveline: RWD, Wheelbase: 91.0, Engine Type: 8 Cyl OHV, Bore x Stroke(mm): 71.1 x 88.9, Displ.(cc): 3528, Head Type: Alum, Crossflow, Valves/Cyl.: 2, Fuel Induction: 38mm SIR, Weight(lbs): 2280.
2. Engines – NISSAN, change the specs for the KA24E series engine to read as follows: Fuel Induction: Unrestricted, Weight(lbs): 2050.

GT2 – February

1. Engines – Pontiac, p. 290, correct the 2471cc engine by changing the specs to read as follows: Bore x Stroke(mm): 101.6 x 76.2.
2. Engines – Porsche, p. 292, add a spec line for the 3.8L engine as follows: Engine Type: DOHC, Bore x Stroke(mm): Unspecified, Displ.(cc): 3800, Head Type: Alum, Crossflow, Valves/Cyl.: 2, Fuel Induction: Unrestricted automotive type, Weight(lbs): 2380.
Note this was inadvertently dropped during the reorganization of the GT2 spec lines.

GT2 – March

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

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

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

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

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

F. Wing mounting: The entire wing assembly must be mounted below the highest point of the roof or roll cage main hoop whichever is higher measured at the highest point. The trailing edge of the wing assembly must be located within an area defined by a point; 6" forward of rearmost bodywork and the rearmost bodywork measured at vehicle centerline. Two wing mounting posts must be used, with each one located between 8"-20" inboard from end of wing. The exposed portion of the wing mounting posts shall not exceed 85 square inches each. The maximum wing angle from horizontal is 30-degrees.
2. As approved by the BoD in this FasTrack; effective upon publication, change section 9.1.2.F.4.b.12, p. 271 to read as follows: A spoiler may be fitted to the front of the car. It shall not protrude beyond the overall outline of the car as viewed from above except in GT2 where a front splitter may extend up to *three (3)* inches. In all classes, the spoiler shall not extend aft of the forward most part of the front fender opening (cutout), and shall not be mounted...
3. Cars – PORSCHE, p. 291, correct the 996 GT3 Cup specs by adding to the Notes as follows: The stock unmodified fuel tank is allowed.

GT2 – April

1. Engines – NISSAN, p. 289, correct the 2754cc engine specs to read as follows: Engine Family: VG30.
2. Engines – NISSAN, p. 289, correct the 2899cc engine specs to read as follows: Engine Family: L28.

GT2 – May

1. Clarify section 9.1.2.F.4.b.13.F, amended in TB 08-03, by adding the following before the last sentence: *Curved brackets will be measured as if they're in a flat plane as viewed from the side. Mounting brackets are to be included in measurement.*
2. Engines – FORD, p. 284, correct the 1993cc engine specs as follows: Engine Type: SOHC.
3. Engines – FORD, p. 284, correct the specs by deleting the 1997cc spec line in its entirety.
4. Engines – FORD, p. 284, correct the specs by deleting the 2980cc spec line in its entirety.

- Engines – NISSAN, p. 289, change the specs for the 2960cc engine to read as follows:
Weight(lbs): 2230 w/ 37mm SIR.

GT2 – June

- Cars – ACURA, p. 280, add to the RSX specs as follows: Notes: Hood bulge permitted with no openings.
- Cars – MAZDA, p. 286, correct the MX-5 / Miata specs to read as follows: Notes: Rotary engine setback from the front spindle centerline to the front spark plug is 4.5”.
- Engines – MAZDA, p. 286, correct the 12A Street Port specs by deleting the Notes in their entirety.
- Engines – MAZDA, p. 286, correct the 12A Street/Bridge/Peripheral Port specs by deleting the Notes in their entirety.
- Engines – MAZDA, p. 286, correct the 13B Street/Bridge Port specs by deleting the Notes in their entirety.
- Engines – MAZDA, p. 286, correct the 13B Peripheral Port specs by deleting the Notes in their entirety.
- Engines – MAZDA, p. 286, correct the Renesis specs by deleting the Notes in their entirety.
- Engines – MAZDA, p. 287, correct the 20B specs by deleting the Notes in their entirety.
- Classify the VQ35 block w/ VQ30 crankshaft.
Add new spec line to GTCS, Engines – NISSAN, p. 289, Engine Family: VQ35 w/ VQ30 crank, Engine Type: DOHC, Bore x Stroke(mm): 95.5 x 73.3, Displ.(cc): 3150.3, Head Type: Alum, Crossflow, Valves / Cyl.: 4, Fuel Induction: 37mm SIR, Weight(lbs): 2280, Notes: Nismo cyl. head #11040RRZ30 and 11090RRZ30 allowed.
- Classify the VQ30 block w/ VQ35 crankshaft.
Add new spec line to GTCS, Engines – NISSAN, p. 289, Engine Family: VQ30 w/ VQ35 crank, Engine Type: DOHC, Bore x Stroke(mm): 93.0 x 81.4, Displ.(cc): 3317.7, Head Type: Alum, Crossflow, Valves / Cyl.: 4, Fuel Induction: 37mm SIR, Weight(lbs): 2280, Notes: Nismo cyl. head #11040RRZ30 and 11090RRZ30 allowed.

GT3 – March

- Engines – NISSAN, p. 305, change the specs for the L20 w/ Z22 block to read as follows:
Weight(lbs): 1830.
- Engines – PORSCHE, p. 307, add to the specs for the 2992cc engine as follows: Notes: OEM 2-valve air cooled heads may be modified to utilize two (2) spark plugs per cyl.
- Classify the Toyota 7AFE engine in GT3.
Add new spec line to GTCS, p. 309, Engines – TOYOTA, Engine Family: 7AFE, Engine Type: DOHC, Bore x Stroke(mm): 81.0 x 85.4, Displ.(cc): 1762, Head Type: Alum, Crossflow, Valves/Cyl.: 4, Fuel Induction: 33mm SIR, Weight(lbs): 1950, Notes: Alternate heads 11101-16010 and 11101-16030.
- Classify the Toyota 1ZZ engine in GT3.
Add new spec line to GTCS, p. 309, Engines – TOYOTA, Engine Family: 1ZZ, Engine Type: DOHC, Bore x Stroke(mm): 79.0 x 91.5, Displ.(cc): 1794, Head Type: Alum, Crossflow, Valves/Cyl.: 4, Fuel Induction: 33mm SIR, Weight(lbs): 1950.

GT3 – April

- Cars – BMW, p. 298, correct the E36 spec line to read: E46.

GT3 – May

- Engines – ACURA, p. 296, change the K20A series engine specs to read as follows: Fuel Induction: Unrestricted.
- Engines – AUDI, p. 299, change the 1984cc DOHC engine specs to read as follows: Fuel Induction: Unrestricted.
- Engines – HONDA, p. 301, change the EW series engine specs to read as follows: Fuel Induction: Unrestricted.
- Engines – HONDA, p. 301, change the K20A series engines specs to read as follows: Fuel Induction: Unrestricted.
- Engines – MAZDA, p. 302, change the MZR 1999cc engine specs to read as follows: Fuel Induction: Unrestricted.

6. Engines – NISSAN, p. 307, change the SR20DE/VE series engine specs to read as follows: Fuel Induction: Unrestricted.
7. Engines – SAAB, p. 308, change the 1985cc DOHC engine specs to read as follows: Fuel Induction: Unrestricted.
8. Engines – TOYOTA, classified in TB 08-03, change the 7AFE series engine specs to read as follows: Fuel Induction: Unrestricted.
9. Engines – VOLKSWAGEN, p. 310, change the 1984cc DOHC engine specs to read as follows: Fuel Induction: Unrestricted.

The following GT3 changes are effective 6/1/08. Effective 11/1/08 the following engines will be required to run a 31mm SIR at the lighter weight.

2. Engines – ACURA, p. 296, **Effective 6/1/08**, change the K24 engine specs to read as follows: Weight(lbs): 2280 or 2180 w/ 31mm SIR.
3. Engines – BMW, p. 298, **Effective 6/1/08**, change the 2302cc engine specs to read as follows: Weight(lbs): 2280 or 2180 w/ 31mm SIR.
4. Engines – FORD, p. 301, **Effective 6/1/08**, change the 2189cc engine specs to read as follows: Weight(lbs): 2180 or 2080 w/ 31mm SIR.
5. Engines – FORD, p. 301, **Effective 6/1/08**, change the Duratech engine specs to read as follows: Weight(lbs): 2280 or 2180 w/ 31mm SIR.
6. Engines – HONDA, p. 301, **Effective 6/1/08**, change the K24 engine specs to read as follows: Weight(lbs): 2280 or 2180 w/ 31mm SIR.
7. Engines – MAZDA, p. 302, **Effective 6/1/08**, change the 2189cc engine specs to read as follows: Weight(lbs): 2180 or 2080 w/ 31mm SIR.
8. Engines – MAZDA, p. 302, **Effective 6/1/08**, change the MZR (2260cc) engine specs to read as follows: Weight(lbs): 2280 or 2180 w/ 31mm SIR.
9. Engines – NISSAN, p. 305, **Effective 6/1/08**, change the KA24E engine specs to read as follows: Weight(lbs): 2280 or 2180 w/ 31mm SIR.
10. Engines – NISSAN, p. 305, **Effective 6/1/08**, change the KA24DE engine specs to read as follows: Weight(lbs): 2280 or 2180 w/ 31mm SIR.
11. Engines – PORSCHE, p. 307, **Effective 6/1/08**, change the 2478cc engine specs to read as follows: Notes: Alt. 4 valve head #944 104 013 03 w/ 31mm SIR @ 2215 lbs or 33mm SIR @ 2315 lbs.
12. Engines – TOYOTA, p. 309, **Effective 6/1/08**, change the 2AZ engine specs to read as follows: Weight(lbs): 2280 or 2180 w/ 31mm SIR.
13. Engines – TOYOTA, p. 309, **Effective 6/1/08**, change the 2438cc engine specs to read as follows: Weight(lbs): 2280 or 2180 w/ 31mm SIR.

GT3 – June

1. Engines – ACURA, p. 296, change the K20A series engine specs to read as follows: Fuel Induction: 33mm SIR.
2. Engines – AUDI, p. 299, change the 1984cc DOHC engine specs to read as follows: Fuel Induction: 33mm SIR.
3. Engines – HONDA, p. 301, change the K20A series engines specs to read as follows: Fuel Induction: 33mm SIR.
4. Cars – MAZDA, p. 302, correct the 626 specs by adding to the specs as follows: Notes: Rotary engine setback from the front spindle centerline to the front spark plug is 4.5".
5. Cars – MAZDA, p. 302, correct the MX-3 specs by adding to the specs as follows: Notes: Rotary engine setback from the front spindle centerline to the front spark plug is 4.5".
6. Cars – MAZDA, p. 302, correct the MX-5 / Miata specs by adding to the specs as follows: Notes: Rotary engine setback from the front spindle centerline to the front spark plug is 4.5".
7. Cars – MAZDA, p. 302, correct the MX-5 specs by adding to the specs as follows: Notes: Rotary engine setback from the front spindle centerline to the front spark plug is 4.5".
8. Cars – MAZDA, p. 302, correct the MX-6 specs by adding to the specs as follows: Notes: Rotary engine setback from the front spindle centerline to the front spark plug is 4.5".
9. Cars – MAZDA, p. 302, correct the Protégé specs by adding to the specs as follows: Notes: Rotary engine setback from the front spindle centerline to the front spark plug is 4.5".

10. Engines – MAZDA, p. 302, correct the 12A Street Port specs by deleting the Notes in their entirety.
11. Engines – MAZDA, p. 302, correct the 12A Bridge Port specs by deleting the Notes in their entirety.
12. Engines – MAZDA, p. 302, correct the 12A Peripheral Port specs by deleting the Notes in their entirety.
13. Engines – MAZDA, p. 302, correct the 13B Street Port specs by deleting the Notes in their entirety.
14. Engines – MAZDA, p. 302, correct the 13B Bridge/Peripheral Port specs by deleting the Notes in their entirety.
15. Engines – MAZDA, p. 302, correct the Renesis Street Port specs by deleting the Notes in their entirety.
16. Engines – MAZDA, p. 302, correct the Renesis Bridge/peripheral Port specs by deleting the Notes in their entirety.
17. Engines – MAZDA, p. 302, change the MZR 1999cc engine specs to read as follows: Fuel Induction: 33mm SIR.
18. Engines – MAZDA, p. 302, change the 2189cc engine specs to read as follows: Fuel Induction: (2) auto-type w/ 38mm choke(s), Weight(lbs): 1980.
19. Engines – NISSAN, p. 307, change the SR20DE/VE series engine specs to read as follows: Fuel Induction: 33mm SIR.
20. Engines – PORSCHE, p. 307, change the 1968cc engine specs to read as follows: Notes: Intake manifold: #021-129-705R. Cylinder barrels may be of alternate material. Alt. head: Type 1/Type 3. OEM 2-valve air cooled heads may be modified to utilize two (2) spark plugs per cylinder.
21. Engines – SAAB, p. 308, change the 1985cc DOHC engine specs to read as follows: Fuel Induction: 33mm SIR.
22. Engines – TOYOTA, classified in TB 08-03, change the 7AFE series engine specs to read as follows: Fuel Induction: 33mm SIR.
23. Engines – VOLKSWAGEN, p. 310, change the 1984cc DOHC engine specs to read as follows: Fuel Induction: 33mm SIR.

GT3 - July

1. Engines – TOYOTA, p. 309, add to the 4AG specs: Bore x Stroke (mm) alt. stroke : 85.5mm, Weight (lbs): (1950 w/ alt. stroke). Change the specs to read as follows: Fuel Induction: ~~48mm w/42mm choke(s)~~ Unrestricted.

GT3 – August

1. Classify the F20C engine.
Add new spec line to GTCS, Engines – Acura, p. 296, Engine Family: F20C, Engine Type: DOHC, Bore x Stroke(mm): 87.0 x 84.0, Displ.(cc): 1997, Head Type: Alum, Crossflow, Valves / Cyl.: 4, Fuel Induction: 31mm SIR, Weight(lbs): 2000.
2. Classify the F20C engine.
Add new spec line to GTCS, Engines – Honda, p. 301, Engine Family: F20C, Engine Type: DOHC, Bore x Stroke(mm): 87.0 x 84.0, Displ.(cc): 1997, Head Type: Alum, Crossflow, Valves / Cyl.: 4, Fuel Induction: 31mm SIR, Weight(lbs): 2000.
3. Engines – MAZDA, p. 302, add to the 2189cc engine specs as follows: Valves/Cyl.: 2

GTL – January

1. Engines – BLMI, p. 314, change the specs for the W10B16 series engine to read as follows: Weight(lbs): 2000.
2. Engines – FORD, p. 317, change the specs for the Zetec series engine to read as follows: Weight(lbs): 2000.
3. Engines – HONDA, p. 318, change the specs for the D15 series engine to read as follows: Weight(lbs): 2000.
4. Engines – HONDA, p. 318, change the specs for the D16 series engine to read as follows: Weight(lbs): 2000.

5. Engines – HONDA, p. 318, change the specs for the D16A series engine to read as follows:
Weight(lbs): 2000.
6. Engines – HONDA, p. 318, change the specs for the B16A series engine to read as follows:
Weight(lbs): 2000.
7. Engines – HONDA, p. 318, change the specs for the B18 series engine to read as follows:
Weight(lbs): 2000.
8. Lancia Scorpion, p. 318, correct the specs by adding to the Notes as follows: Non-tube frame track: (R) 61.5.
9. Classify the Lotus Europa bodywork in GTL.
Add new spec line to GTCS, p. 319, Cars – LOTUS, Model: Europa, Body Style: 2dr, Driveline: RWD, Wheelbase(in): 91.0.
10. Classify the Mazda RX-3 bodywork in GTL.
Add new spec line to GTCS, p. 319, Cars – MAZDA, Model: RX-3, Body Style: 2dr, Driveline: RWD, Wheelbase(in): 91.0.
11. Classify the Mazda RX-7 bodywork in GTL.
Add new spec line to GTCS, p. 319, Cars – MAZDA, Model: RX-7, Body Style: 2dr, Driveline: RWD, Wheelbase(in): 95.3, 95.5, 95.7, Notes: Non-tube frame track: (F)60.7 (R)60.3.
12. Engines – MAZDA, p. 320, change the specs for the 1597cc DOHC engine to read as follows: Weight(lbs): 2000.
13. Engines – MAZDA, p. 320, change the specs for the 1839cc engine to read as follows: Weight(lbs): 2000.
14. Classify the Nissan/Datsun SRL 311U Roadster bodywork in GTL.
Add new spec line to GTCS, p. 320, Cars – NISSAN, Model: SRL 311U Roadster, Body Style: 2dr, Driveline: RWD, Wheelbase(in): 89.8.
15. Engines – NISSAN, p. 321, change the specs for the SR16VE series engine to read as follows: Weight(lbs): 2000.
16. Engines – TOYOTA, p. 326, change the specs for the 4AG series engine to read as follows: Weight(lbs): 2000.
17. Engines – VOLKSWAGEN, p. 327, change the specs for the 1780cc (16 valve) engine to read as follows: Weight(lbs): 2000.

GTL – March

1. Engines – ALFA, p. 313, add to the specs for the 1779cc engine as follows: Notes: Alt. Head: 19510-01053-04 (twin plug).
2. Classify the Triumph Spitfire bodywork in GTL.
Add new spec line to GTCS, p. 314, Cars – BLMI, Model: Triumph Spitfire, Body Style: 2dr, Driveline: RWD, Wheelbase(in): 83.0.
3. Classify the Triumph 1296cc engine in GTL.
Add new spec line to GTCS, p. 314, Engines – BLMI, Engine Type: OHV, Bore x Stroke(in): 2.90 x 2.992, Displ.(cc): 1296, Head Type: Iron, Non-Crossflow, Valves/Cyl.: 2, Fuel Induction: Unrestricted, Weight(lbs): 1730, Notes: RWD add 50 lbs.
4. Classify the Triumph 1493cc engine in GTL.
Add new spec line to GTCS, p. 314, Engines – BLMI, Engine Type: OHV, Bore x Stroke(in): 2.90 x 3.44, Displ.(cc): 1493, Head Type: Iron, Non-Crossflow, Valves/Cyl.: 2, Fuel Induction: 25mm SIR, Weight(lbs): 1780, Notes: RWD add 50 lbs.
5. Engines – FORD, p. 317, change the specs for the Zetec series engine to read as follows: Weight(lbs): 2050.
6. Classify the Honda Civic Del Sol bodywork in GTL.
Add new spec line to GTCS, p. 317, Cars – HONDA, Model: Civic Del Sol, Years: 93-97, Body Style: 2dr, Driveline: FWD, Wheelbase(in): 93.3.
7. Cars – HONDA, p. 317, CRX (84-87), add to the Notes as follows: Hood bulge permitted, no openings.
8. Cars – HONDA, p. 317, Civic (84-87) 2dr, 3dr, add to the Notes as follows: Hood bulge permitted, no openings.
9. Cars – HONDA, p. 317, Civic (84-87) 4dr, add to the Notes as follows: Hood bulge permitted, no openings.

10. Engines – HONDA, p. 318, change the specs for the B18 series engine to read as follows:
Weight(lbs): 2050.
11. Engines – MAZDA, p. 320, change the specs for the 1839cc engine to read as follows:
Weight(lbs): 2050.
12. Classify the Nissan GA16 series engine in GTL.
Add new spec line to GTCS, p. 321, Engine Family: GA16DE, Engine Type: DOHC, Bore x Stroke(mm): 76.0 x 88.0, Displ.(cc): 1597, Head Type: Alum, Crossflow, Valves/Cyl.: 4, Fuel Induction: 24mm SIR, Weight(lbs): 2000.
13. Classify the Toyota Celica bodywork in GTL.
Add new spec line to GTCS, p. 325, Cars – TOYOTA, Model: Celica, Years: 00-05, Body Style: 2dr, Driveline: FWD, Wheelbase(in): 102.4 / 93.7.
14. Classify the Toyota 7AFE engine in GTL.
Add new spec line to GTCS, p. 326, Engines – TOYOTA, Engine Family: 7AFE, Engine Type: DOHC, Bore x Stroke(mm): 81.0 x 85.4, Displ.(cc): 1762, Head Type: Alum, Crossflow, Valves/Cyl.: 4, Fuel Induction: 24mm SIR, Weight(lbs): 2050.
15. Classify the Toyota 1ZZ engine in GTL.
Add new spec line to GTCS, p. 326, Engines – TOYOTA, Engine Family: 1ZZ, Engine Type: DOHC, Bore x Stroke(mm): 79.0 x 91.5, Displ.(cc): 1794, Head Type: Alum, Crossflow, Valves/Cyl.: 4, Fuel Induction: 24mm SIR, Weight(lbs): 2050.
16. Engines – VOLKSWAGEN, p. 327, change the specs for the 1471cc engine to read as follows: Weight(lbs): 1850.
17. Classify the Volkswagen 1457cc engine in GTL.
Add new spec line to GTCS, p. 327, Engine Family: water cooled, Engine Type: SOHC, Bore x Stroke(mm): 79.5 x 73.4, Displ.(cc): 1457, Head Type: Alum, Non-Crossflow, Valves/Cyl.: 2, Fuel Induction: 25mm SIR, Weight(lbs): 1850.
18. Engines – VOLKSWAGEN, p. 327, change the specs for the 1780cc (16 valve) engine to read as follows: Weight(lbs): 2050.

GTL – May

1. Classify the BLMI 1147cc engine in GTL.
Add new spec line to GTCS, p. 314, Engines – BLMI, Engine Type: OHV, Bore x Stroke(mm): 69.34 x 76.2, Displ.(cc): 1147, Head Type: Iron, Non-crossflow, Valves / Cyl.: 2, Fuel Induction: Unrestricted, Weight(lbs): 1580.
2. Classify the Fiat 1300 engine w/ 1500 block in GTL.
Add new spec line to GTCS, p. 316, Engines – FIAT, Engine Type: SOHC, Bore x Stroke(mm): 86.0 x 55.5, Displ.(cc): 1290, Head Type: Alum, Non-crossflow, Valves / Cyl.: 2, Fuel Induction: Unrestricted, Weight(lbs): 1670.
3. Cars – LOTUS, p. 319, change the Elan S2, S4 (Rdstr, Cpe, Drophead) specs to read as follows: Notes: Windshield may be removed and a low front hoop roll cage may be fitted.
~~Weight 1600 lbs.~~
4. Classify the Nissan QG18DE engine in GTL.
Add new spec line to GTCS, p. 321, Engines – NISSAN, Engine Family: QG18DE, Engine Type: DOHC, Bore x Stroke(mm): 80.0 x 88.0, Displ.(cc): 1769, Head Type: Alum, Crossflow, Valves / Cyl.: 4, Fuel Induction: 24mm SIR, Weight(lbs): 2050.
5. Classify the Nissan CA18 engine in GTL.
Add new spec line to GTCS, p. 321, Engines – NISSAN, Engine Family: CA18, Engine Type: SOHC, Bore x Stroke(mm): 83.0 x 83.6, Displ.(cc): 1809, Head Type: Alum Crossflow, Valves / Cyl.: 2, Fuel Induction: 25mm SIR, Weight(lbs): 1920.
6. Classify the Nissan CA18DE engine in GTL.
Add new spec line to GTCS, p. 321, Engines – NISSAN, Engine Family: CA18DE, Engine Type: DOHC, Bore x Stroke(mm): 83.0 x 83.6, Displ.(cc): 1809, Head Type: Alum Crossflow, Valves / Cyl.: 2, Fuel Induction: 24mm SIR, Weight(lbs): 2050.

GTL – June

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

GTL – July

1. Engines – DODGE, p. 315, add to the 1715cc specs as follows: Bore x Stroke(mm): Alt. Bore: 81.0, Displ.(cc): 1780, Head Type: Alum, Non-Crossflow, Fuel Induction: 1780cc: 25mm SIR, Weight(lbs): 1780cc @ 1950.

Improved Touring – March

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

Improved Touring – May

1. Section 9.1.3.D.5.b.1, p. 335, in order to clarify that stock remote reservoir shocks may be retained, change the section to read as follows: Shock absorbers may be replaced provided *that replacements (a) attach to the original mounting points, and (b) are of a non-remote-reservoir design.* ~~they attach to the original mounting points.~~ The number and type (e.g., tube, lever, etc.) of shock absorbers shall be the same as stock. The interchange of gas and hydraulic shock absorbers is permitted. ~~Remote reservoir shock absorbers are prohibited.~~ External adjustments of shock control shall be limited to two (2). No shock absorber may be capable of adjustment while the car is in motion.

ITR – March

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

ITS – May

1. Mercedes-Benz 190 E 2.6L 12V (87-93), p. 347, change the specs to read as follows: Weight(lbs): 2695.

ITA – March

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

ITA – April

1. Dodge Stratus (95-00), p. 353, correct the specs to read as follows: Engine Type: 4 Cyl SOHC.

ITA – May

1. Classify the 94-97 Honda Accord EX in ITA.
Add new spec line to ITCS, p. 353, Honda Accord EX (94-97), Engine Type: 4 Cyl SOHC, Bore x Stroke(mm) / Displ.(cc): 85.1 x 91.0 / 2157, Valves IN & EX(mm): (I)34.0 (E)29.0,

Comp. Ratio: 8.8, Wheelbase(in): 106.9, Wheel Dia.(inch): 15, Gear Ratios: 3.29, 1.81, 1.19, 0.93, 0.69, Brakes Std.(mm): (F)259 Vented Disc (R)228 Solid Disc, Weight(lbs): 2735.

ITA – June

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

ITB – March

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

ITB – April

1. Classify the Volkswagen Golf in ITB.
Add new spec line to ITCS, p. 367, Volkswagen Golf 2.0 (99-03), Engine Type: 4 Cyl DOHC, Bore x Stroke(mm) / Displ.(cc): 82.5 x 92.8 / 1984, Valves IN & EX(mm): (I)39.5 (E)32.9, Comp. Ratio: 10.0, Wheelbase(in): 98.9, Wheel Dia (inch): 15, Gear Ratios: 3.78, 2.12, 1.36, 1.03, 0.84, Brakes Std.(mm): (F)280 Disc (R)232 Solid Disc, Weight(lbs): 2350.

ITB – May

1. Porsche 924 & Sebring (77-82), p. 365, change the specs to read as follows: Weight(lbs): 2495.

ITB – June

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

ITC – March

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

Prepared – March

1. Change the second bullet point of section 9.1.4.B, p. 375, to read as follows: ~~Currently classified~~ 1990 and newer World Challenge cars, using the vehicle's most recent VTS sheet. (GT cars in B Prepared and Touring cars in D.) Note: Competitors are responsible for providing the up-to-date VTS. *Only those current and ex-World Challenge cars that can produce a Pro Racing VTS sheet are eligible under these preparation rules.*

Production – January

1. Clarify the last sentence of section 9.1.5.E.10.c, p. 415, to read as follows: The installation of a dry sump tank and cover that extends above six inches below the highest point of the door is permitted but the tank and cover must be located completely within 18" of the front or rear cowl and no higher than the cowl.

Production – April

1. Change the sixth sentence of section 9.1.5.E.1. b.4, p. 395, to read as follows: The stock type of fuel injection must be maintained (electronic, mechanical, ~~electro-mechanical~~ Bosch CIS, etc.).
2. Change the eleventh sentence of section 9.1.5.E.2.b.4, p. 401, to read as follows: The stock type of fuel injection must be maintained (electronic, mechanical, ~~electro-mechanical~~ Bosch CIS, etc.).

Production – May

1. Correct section 9.1.5.E.1.b.1, p. 394, by adding to the section as follows: *Carburetor jet needles, metering rods and needle valves are unrestricted. Choke mechanisms, plates, rods, and actuating cables, wires, or hoses can be removed.*
2. Clarify section 9.1.5.E.1.g.3, p. 397, by adding the following to the end of the section: *Crankshaft main bearing cap girdles are unrestricted. Crankshaft main bearing caps can be more than one piece.*
3. Clarify section 9.1.5.E.2.g.3, p. 403, by adding the following to the end of the section: *Crankshaft main bearing cap girdles are unrestricted. Crankshaft main bearing caps can be more than one piece.*

Production - July

1. Correct section 9.1.5.E.1.b.1, p. 394, by changing the first sentence of the paragraph added in TB 08-05 as follows: **Carburetor jets, jet needles, metering rods and needle valves are unrestricted.**
2. Correct section 9.1.5.E.2.b.1, p. 400, by changing the second sentence as follows: **Carburetor jets, jet needles, metering rods and needle valves are unrestricted.**

EP – February

1. Acura Integra (86-89), p. 416-417, add to the specs as follows: Notes: Valve lift measured as raced (w/ lash).
2. Acura Integra (90-93), p. 416-417, add to the specs as follows: Notes: Valve lift measured as raced (w/ lash).
3. BMW Z3 1.9L, p. 418-419, add to the specs as follows: Notes: Valve lift measured as raced (w/ lash).
4. Honda Prelude Si, p. 420-421, add to the specs as follows: Notes: Valve lift measured as raced (w/ lash).
5. Lotus / Caterham 7 America, p. 422-423, correct the Notes to read as follows: Level 2 suspension preparation. Engine is limited to IT preparation *except modifications permitted in section 9.1.5.E.2.e and f.* Comp. ratio limited to 10.0: 1, Valve lift limited to .380". ~~Stock intake manifold may be port matched on port mating surface to a depth of no more than 1". Manifold may not be otherwise altered. Any camshaft may be used. Valve lift measured at valve with zero lash or clearance. Stock cam gears may be replaced.~~
6. Mazda MX-5 / Miata 1.8L (90-97), p. 422-423, add to the specs as follows: Notes: Valve lift measured as raced (w/ lash).
7. Mazda MX-5 / Miata (94-97), p. 424-425, add to the specs as follows: Notes: Valve lift measured as raced (w/ lash).
8. Mazda MX-5 / Miata (99-02), p. 424-425, add to the specs as follows: Notes: Valve lift measured as raced (w/ lash).
9. Classify the Morgan Super Sport in EP.
Add new spec line to PCS-B, p. 424-425, Morgan Super Sport, Prep. Level: 1, Weight(lbs): 1820, Engine Type: 4 Cyl OHV, Bore x Stroke(mm): 86.1 x 91.1, Displ.(cc): 2138, Block Mat'l: Iron, Head Mat'l: Iron, Valves IN & EX(mm): (I)39.6 (E)33.0, Carb. No. & Type: (2) Weber 42 DCOE w/ 34mm choke(s), Wheelbase(in): 96.0, Track (F/R)(in): 52.0/52.5, Wheels(max): 13 x 7, Trans. Speeds: 4, Brakes Std.(in): (F)11.0 Disc (R)9.0 Drum.
Note: This car was included in the 2007 Prod car drop list.
10. Nissan/Datsun 240-Z, p. 424-425, add to the specs as follows: Notes: Valve lift measured as raced (w/ lash).

11. Nissan/Datsun 260-Z, p. 426-427, add to the specs as follows: Notes: Valve lift measured as raced (w/ lash).
12. Nissan 200-SX SE-R, p. 426-427, add to the specs as follows: Notes: Valve lift measured as raced (w/ lash).
13. Nissan 240-SX/S13, p. 426-427, add to the specs as follows: Notes: Valve lift measured as raced (w/ lash).
14. Nissan NX-2000, p. 426-427, add to the specs as follows: Notes: Valve lift measured as raced (w/ lash).
15. Nissan Sentra SE-R (90-94), p. 426-427, add to the specs as follows: Notes: Valve lift measured as raced (w/ lash).
16. Classify the Triumph TR2, 3, 3A, 3B, 4, 4A in EP.
Add new spec lines to PCS-B, p. 428-429, Triumph TR2, 3, 3A, 3B, 4, 4A, Prep. Level: 1, Weight(lbs): 1820, Engine Type: 4 Cyl OHV, Bore x Stroke(mm): 83.1 x 92.0, 86.1 x 92.0, Displ.(cc): 1991, 2138, Block Mat'l: Iron, Head Mat'l: Iron, Valves IN & EX(mm): (I)39.6 (E)33.0, Carb. No & Type: (2) 1.75" SU or Stromberg, (2) 2" SU, Wheelbase(mm): 2235, Track (F&R)(in): 53.0 / 52.5, 54.6 / 53.6, Wheels(max): 15 x 7, Trans. Speeds: 4, Brakes Std.(mm): (F)279 Disc (R)229 Drum, Brakes Alt.(mm): (F) Calipers and discs from TR-6 (std. or alt.) (R) 254 Drum, Drum may be 9" or 10" and of alfin or steel, Notes: Front apron assembly may be made of alternate material. Laycock overdrive, may use 5 speed gearbox without overdrive.
Note: This car was included in the 2007 Prod car drop list.
17. Volkswagen Golf GTI (87-89), p. 430-431, correct the specs to read as follows: Track (F&R)(in): 60.5 / 60.2.

EP – March

1. As approved by the BoD in this FasTrack, reclassify the Acura Integra (90-93) to FP at 2235 lbs. Note – the FP classification and specs were published in TB 08-01.
2. Alfa Romeo all Spider models (-94), p. 416-417, change the specs to read as follows: Weight(lbs): 1950.
3. BMW 2002/2002tii, p. 416-417, change the specs to read as follows: Weight(lbs): 2000.
4. BMW 318i & 320i, p. 416-417, change the specs to read as follows: Weight(lbs): 2000.
5. BMW Z3 1.9L, p. 418-419, change the specs to read as follows: Weight(lbs): 2000 *2050 **2100.
6. BMW 325i/is (E30) (84-91) (excl. conv.), p. 418-419, change the specs to read as follows: Weight(lbs): 2200 *2255 **2310.
7. BMW 318is (1991), p. 418-419, change the specs to read as follows: Weight(lbs): 2050 *2101 **2153.
8. BMW 318is E36 (92-95), p. 418-419, change the specs to read as follows: Weight(lbs): 2100 *2153 **2205.
9. Classify the BMW Z3 as a Level 2 car in EP.
Add new spec line to PCS-B, p. 418-419, BMW Z3 2.8L (97-00), Prep. Level: 2, Weight(lbs): 2650 *2716 **2783, Engine Type: 6 Cyl DOHC, Bore x Stroke(mm): 84.0 x 84.0, Displ.(cc): 2793, Block Mat'l: Iron, Head Mat'l: Alum, Valves IN & EX(mm): (I)33.0 (E)30.5, Carb. No. & Type: Fuel Injection, Wheelbase(in): 96.3, Track(F&R)(in): 59.8 / 60.5, Wheels(max): 16 x 7, Trans Speeds: 5, Brakes Std.(mm): (F)300 Vented Disc (R)294 Vented Disc, Notes: Comp. Ratio limited to 12.0:1, Valve Lift limited to .500".
10. Chevrolet Cavalier 2.0 (82-87), p. 418-419, change the specs to read as follows: Weight(lbs): 2050.
11. Chevrolet Corvair Coupe (65-69), p. 418-419, change the specs to read as follows: Weight(lbs): 2200.
12. Dodge Omni GHL 2.2, p. 418-419, change the specs to read as follows: Weight(lbs): 2050.
13. Dodge Shelby Charger / Omni 024 (83-84), p. 418-419, change the specs to read as follows: Weight(lbs): 2000.
14. As approved by the BoD in this FasTrack; reclassify the Elva Courier Mk I, II, & III 1622 & 1798 to FP with the 1800cc engine at 1900 lbs and 1.5" carbs and the 1600cc at 1800 lbs.

15. As approved by the BoD in this FasTrack; reclassify the Elva Courier Mk III, IV 1800 & Mk IV R&C to FP at 1900 lbs and 1.5" carbs.
16. Fiat 124 Sport Spider 1600 & 124 Spider 2000, p. 420-421, change the specs to read as follows: Weight(lbs): 2050.
17. Ford Mustang 2.3 (79-93), p. 420-421, correct the specs to read as follows: Prep. Level: 2; change the specs to read as follows: Weight(lbs): 2100 *2153 *2205.
18. As approved by the BoD in this FasTrack; reclassify the Honda Civic Si (88-91) to FP at 2075 lbs.
19. As approved by the BoD in this FasTrack; reclassify the Honda CRX Si (88-91) to FP at 2075 lbs.
20. Honda Prelude Si, p. 420-421, change the specs to read as follows: Weight(lbs): 2420 *2481 **2541.
21. Classify the Honda S2000 as a Level 2 car in EP.
Add new spec line to PCS-B, p. 420-421, Honda S2000 (00-03), Prep. Level: 2, Weight(lbs): 2520 *2583 **2646, Engine Type: 4 Cyl DOHC, Bore x Stroke(mm): 87.0 x 84.0, Displ.(cc): 1997, Block Mat'l: Alum, Head Mat'l: Alum, Valves IN & EX(mm): (I)36.0 (E)31.0, Carb. No. & Type: Fuel Injection, Wheelbase(in): 94.5, Track(F&R)(in): 62.1 / 63.7, Wheels(max): 16 x 7, Trans Speeds: 6, Brakes Std.(mm): (F)300 Vented Disc (R)282 Solid Disc, Notes: Comp. Ratio limited to 12.0:1, Valve lift limited to .500".
22. Hyundai Tiburon FX 2.0L (97-98), p. 422-423, change the specs to read as follows: Weight(lbs): 2000 *2050 **2100.
23. Lotus / Caterham 7 America, p. 422-423, correct the specs to read as follows: Prep. Level: 2.
24. As approved by the BoD in this FasTrack; reclassify the Lotus Mk 46, 54, 65 Europa to FP at 1630 lbs.
25. As approved by the BoD in this FasTrack; reclassify the Lotus Super Seven Series Four to FP at 1810 lbs.
26. Mazda RX-2, p. 422-423, change the specs to read as follows: Weight(lbs): 1950 *1999 *2048.
27. Mazda MX-5 / Miata 1.6L (-93), p. 422-423, change the specs to read as follows: Weight(lbs): 2175.
28. Mazda MX-5 / Miata 1.8L (90-97), p. 422-423, change the specs to read as follows: Weight(lbs): Carb: 2175 F.I.: 2225.
29. Mazda MX-5 / Miata (99-02), p. 424-425, change the specs to read as follows: Weight(lbs): 2075 *2127 **2179.
30. Mazda RX-3 & 3SP (72-78), p. 424-425, change the specs to read as follows: Weight(lbs): 1950 *1999 **2048.
31. Mazda RX-7 (12A/13B) (79-85), p. 424-425, change the specs to read as follows: Weight(lbs): 12A: 2100 *2153 **2205 13B: 2190 *2245 **2300.
32. Mazda RX-7 (13B) (86-91), p. 424-425, change the specs to read as follows: Weight(lbs): 2300 *2358 *2415.
33. Mercedes-Benz 190E 2.3L (8-valve) (84-93), p. 424-425, change the specs to read as follows: Weight(lbs): 2100 *2153 **2205.
34. Mercury Capri 2.3 (79-86), p. 424-425, correct the specs to read as follows: Prep. Level: 2; change the specs to read as follows: Weight(lbs): 2100 *2153 **2205.
35. Nissan/Datsun 240-Z, p. 424-425, change the specs to read as follows: Weight(lbs): 2200 *2255 **2310.
36. Nissan/Datsun 260-Z, p. 426-427, change the specs to read as follows: Weight(lbs): 2300 *2358 **2415.
37. Nissan 200-SX SE-R, p. 426-427, change the specs to read as follows: Weight(lbs): 2150 *2204 **2258.
38. Nissan 240-SX / S13, p. 426-427, change the specs to read as follows: Weight(lbs): 2320 *2378 **2436.
39. Nissan NX-2000, p. 426-427, change the specs to read as follows: Weight(lbs): 2150 *2204 **2258.

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

EP – April

1. Ford Mustang 2.3 (79-93), p. 420-421, correct the specs to read as follows: Prep. Level: 2.
2. Mazda MX-5 / Miata 1.8L (90-97), p. 422-423, correct the fifth sentence of the Notes to read as follows: Level 1 dry sump, connecting rods, intake manifold porting, crankshaft, rocker arms, and cam followers permitted.
3. Classify the Mazda RX-8 in EP with Level 2 preparation.
Add new spec line to PCS-B, p. 424-425, Mazda RX-8 (04-08), Prep. Level: 2, Weight(lbs): 2450 *2511 **2573, Engine Type: Rotary – Renesis, Displ.(cc): 2701, Carb. No. & Type: Fuel Injection, Wheelbase(in): 106.4, Track (F/R)(in): 63.2 / 63.6, Wheels(max): 18 x 8, Trans. Speeds: 6, Brakes Std.(mm): (F)323 Vented Disc (R)303 Vented Disc.
4. Classify the Pontiac Solstice in EP with Level 2 preparation.
Add new spec line to PCS-B, p. 426-427, Pontiac Solstice (06-08), Prep. Level: 2, Weight(lbs): 2620 *2686 **2751, Engine Type: 4 Cyl DOHC, Bore x Stroke(mm): 88.0 x 98.0, Displ.(cc): 2384, Block Mat'l: Alum, Head Mat'l: Alum, Valves IN & EX(mm): (I)35.25 (E)30.25, Carb. No. & Type: Fuel Injection, Wheelbase(in): 95.1, Track (F/R)(in): 65.1 / 65.8, Wheels(max): 18 x 8, Trans. Speeds: 5, Brakes Std.(mm): (F)296 Vented Disc (R)278 Solid Disc, Notes: Comp. Ratio limited to 12.0:1, Valve lift limited to .500".
5. Classify the Saturn Sky in EP with Level 2 preparation.
Add new spec line to PCS-B, p. 428-429, Saturn Sky (07-08), Prep. Level: 2, Weight(lbs): 2620 *2686 **2751, Engine Type: 4 Cyl DOHC, Bore x Stroke(mm): 88.0 x 98.0, Displ.(cc): 2384, Block Mat'l: Alum, Head Mat'l: Alum, Valves IN & EX(mm): (I)35.25 (E)30.25, Carb. No. & Type: Fuel Injection, Wheelbase(in): 95.1, Track (F/R)(in): 65.1 / 65.8, Wheels(max): 18 x 8, Trans. Speeds: 5, Brakes Std.(mm): (F)296 Vented Disc (R)278 Solid Disc, Notes: Comp. Ratio limited to 12.0:1, Valve lift limited to .500".

EP – May

1. Classify the 01-02 Dodge Neon ACR in EP with Level 2 prep.
Add new spec line to PCS-B, p. 418-419, Dodge Neon ACR (01-02), Prep. Level: 2, Weight(lbs): 2000 *2050 **2100, Engine Type: 4 Cyl SOHC, Bore x Stroke(mm): 87.5 x 83.0, Displ.(cc): 1995, Block Mat'l: Iron, Head Mat'l: Alum, Valves IN & EX(mm): (I)33.3 (E)28.7, Carb. No. & Type: Fuel Injection, Wheelbase(mm): 2667, Track(F/R)(in): 62.3 / 62.4, Wheels(max): 15 x 7, Trans. Speeds: 5, Brakes Std.(mm): (F)257 Vented Disc (R)270 Solid Disc, Notes: Comp Ratio limited to 12.0:1, Valve lift limited to .500".
2. Classify the 06-08 Mazda MX-5 in EP with Level 2 prep.
Add new spec line to PCS-B, p. 424-425, Mazda MX-5 (06-08), Prep. Level: 2, Weight(lbs): 2450 *2511 **2573, Engine Type: 4 Cyl DOHC, Bore x Stroke(mm): 87.38 x 83.06, Displ.(cc): 1999, Block Mat'l: Alum, Head Mat'l: Alum, Valves IN & EX(mm): (I)35.1 (E)30.0, Carb. No. & Type: Fuel Injection, Wheelbase(mm): 2329, Track(F/R)(in): 63.0 / 63.2, Wheels(max): 16 x

7, Trans. Speeds: 5 or 6, Brakes Std.(mm): (F)289.6 Vented Disc (R)279.4 Solid Disc, Notes: Comp. Ratio limited to 12.0:1, Valve Lift limited to .500".

3. Porsche 914-4, p. 426-427, change the specs to read as follows: Weight(lbs): 1820.

EP – June

1. Classify the Elva Courier Mk I, II, & III 1622 & 1798 in EP with Level 1 prep.
Add new spec line to PCS-B, p. 418-419, Elva Courier Mk I, II, & III 1622 & 1798, Prep. Level: 1, Weight(lbs): 1622cc: 1530, 1798cc: 1630, Engine Type: 4 Cyl OHV, Bore x Stroke(mm): 76.2 x 88.9, 80.3 x 88.9, Displ.(cc): 1622, 1798, Block Mat'l: Iron, Head Mat'l: Iron, Valves IN & EX(mm): (I)39.9 (E)34.3, Carb. No. & Type: (2) 1.75" SU or Stromberg, Wheelbase(mm): 2286, Track (F&R)(in): 53.5 / 54.6, Wheels(max): 14 x 6 (1622cc) 15 x 7 (Mk III 1798cc), Trans. Speeds: 4, Brakes Std.(mm): (F)229 Drum (R)203 Drum, Brakes Alt.(mm): (F)229 Disc (R)254 Drum (w/ MGA axle) (F)279 Disc (R)Mk. 4T 229, Notes: ATB 7224 MGA axle housing assy., Only the Mk III 1622cc is allowed to update to the 1798cc engine including the 15" wheel. A Mk III making this update may use the 13" wheels.
2. Classify the Elva Courier Mk III, IV 1800 & Mk IV R & C in EP with Level 1 prep.
Add new spec line to PCS-B, p. 420-421, Elva Courier Mk III, IV 1800 & Mk IV R & C, Prep. Level: 1, Weight(lbs): 1630, Engine Type: 4 Cyl OHV, Bore x Stroke(mm): 80.3 x 88.9, Displ.(cc): 1798, Block Mat'l: Iron, Head Mat'l: Iron, Valves IN & EX(mm): (I)39.9 (E)34.3, Carb. No. & Type: (2) 1.75" SU or Stromberg, Wheelbase(mm): 2286, Track (F&R)(in): 53.5 / 54.6, Wheels(max): 15 x 7, Trans. Speeds: 4, Brakes Std.(mm): (F)229 Drum (R)203 Drum, Brakes Alt.(mm): (F)229 Disc (R)254 Drum (w/ MGA axle) (F)279 Disc (R)Mk. 4T 229, Notes: Mk IV T R&C have IRS, Mk III & IV 1800 have live axle. ATB 7224 MGA axle housing assy.
3. Honda S2000 (00-03), classified in TB 08-03, change the specs to read as follows: Wheels(max): 16 x 7.5.
4. Toyota MR-2, p. 428-429, add to the specs as follows: Notes: Can use stock fuel tank.
5. Volkswagen Golf GTI (87-89), p. 430-431, add to the specs as follows: Notes: Can use stock fuel tank if stock rear bumper and bumper support structure is retained.

EP - July

1. BMW 325i/is (E30) (84-91) (excl. conv.), p. 418-419, change the Notes to read as follows: Comp. Ratio limited to 12.0:1, Valve Lift limited to .500". Trunk mounted fuel cell allowed.
2. BMW Z3 2.8L (97-00), classified in TB 08-03, correct the specs to read as follows: Block Mat'l: Iron or Alum.
3. Classify the Mazda RX-4 with Level 2 prep in EP
Add new spec line to PCS-B, p. 424-425, Mazda RX-4 (74-78), Prep. Level: 2, Weight(lbs): 2100 *2153 **2205, Engine Type: Rotary, Bore x Stroke(mm): 13B 6-port, Displ.(cc): 2616, Carb. No. & Type: (1) Nikki 4bbl carburetor w/primary chokes bored to match secondary chokes on a stock manifold or (1) Auto type 2 bbl w/ 38mm choke(s) on a "dual-y" manifold, Wheelbase(in): 99.0, Track (F&R)(in): 60.0 / 59.0, Wheels(max): 15 x 7, Trans. Speeds: 5, Brakes Std.(mm): (F)232 Disc (R)229 Drum, Brakes Alt.(mm): (F)227 Disc, Discs and Calipers from 79-85 12A RX-7, (F) 250 Disc, Discs and Calipers from 84-85 RX-7 GSL-SE, Notes: Level 1 dry sump, intake manifold porting permitted. Any 86-95 rotor housings permitted.
4. Mazda RX-7 (12A/13B) (79-85), p. 424-425, add to the specs as follows: Notes: Any 86-95 rotor housings permitted.
5. Mazda RX-7 (13B) (86-91), p. 424-425, add to the specs as follows: Notes: Any 86-95 rotor housings permitted.

FP – January

1. Classify the Acura Integra (90-93) in FP with Level 2 prep.
Add new spec line to PCS-B, p. 432-433, Acura Integra (90-93), Prep. Level: 2, Weight(lbs): 2235 *2291 **2347, Engine Type: 4 Cyl DOHC, Bore x Stroke(mm): 81.0 x 89.0, Displ.(cc): 1835, Block Mat'l: Alum, Head Mat'l: Alum, Valves IN & EX(mm): (I)31.0 (E)28.0, Carb. No. & Type: (2) Auto-type sidedraft w/ 32mm choke(s) on I.R. manifold, or fuel injection, Wheelbase(mm): 2550, Track (F/R)(mm): 1567/1567, Wheels(max): 15 x 7, Trans. Speeds:

- 5, Brakes Std.(mm): (F)242 Disc (R)239 Disc, Notes: Comp. Ratio limited to 11.0:1, Valve lift limited to .450".
2. Lotus Super 7, p. 438-439, change the specs to read as follows: Carb. No. & Type: (2) Weber DCOE on I.R. manifold w/ 34mm choke(s).
3. Suzuki Swift GT & GTi, p. 442-443, correct the specs as follows: Displ.(cc): 1299, change the specs to read as follows: Carb. No. & Type: (1) 40 DCOE, (2) auto type side draft on I.R. manifold, 32mm choke(s) required, or fuel injection, alternate 52mm throttle body allowed.
4. Toyota Corolla 2TC (71-74), p. 442-443, add to the specs as follows: Brakes Alt.(in): (F) 10.0 Solid Disc, Rotors and Calipers from 73 Corona.
5. Volkswagen Rabbit (includes Convertible) 1715/1780, p. 444-445, change the specs to read as follows: Weight(lbs): 1950.
6. Volkswagen Scirocco 1457/1471, p. 444-445, correct the specs to read as follows: Brakes Std.(mm): (F)9.41 Disc (R)7.1 x 1.19 Drum, Brakes Alt.(mm): Front calipers from 1980 Scirocco/Rabbit.

FP – February

1. Honda Civic Del Sol, p. 436-437, add to the specs as follows: Notes: Valve lift measured as raced (w/ lash).
2. Honda Prelude (84-87), p. 438-439, add to the specs as follows: Notes: Valve lift measured as raced (w/ lash).
3. Mazda GLC / 323 (86-88), p. 438-439, add to the specs as follows: Notes: Valve lift measured as raced (w/ lash).
4. Volkswagen Golf 1.8 (85-92), p. 442-443, correct the specs to read as follows: Track (F&R)(in): 60.5 / 60.2.
5. Classify the Volkswagen Golf III (93-98) in FP with Level 2 prep.
Add new spec line to PCS-B, p. 442-443, Volkswagen Golf III (93-98), Prep Level: 2, Weight(lbs): 1995 * 2045 **2095, Engine Type: 4 Cyl SOHC, Bore x Stroke(mm): 82.5 x 92.8, Displ.(cc): 1984, Block Mat'l: Iron, Head Mat': Alum, Valves IN & EX(mm): (I)39.5 (E)32.9, Carb. No. & Type: Fuel Injection, Wheelbase(in): 97.3, Track (F&R)(in): 62.4 / 61.7, Wheels(max): 15 x 7, Trans. Speeds: 5, Brakes Std.(mm): (F)257 Disc (R)227 Disc, Notes: Comp. Ratio limited to 10.5, Valve lift limited to .450".
6. Volkswagen Jetta 1.8 (85-92), p. 442-443, correct the specs to read as follows: Track (F&R)(in): 60.5 / 60.2.
7. Volkswagen Rabbit 1588 (includes Cabriolet/Convertible), p. 444-445, add to the specs as follows: Valves IN & EX(mm): (I)40.0 (E)33.0. Change the specs to read as follows: Carb. No & Type: (1) 40 DCN, DCNF, IDF w/ 34mm choke(s), or (2) auto type side draft w/ 34mm choke(s) or I.R. manifold, or fuel injection, alternate throttle body w/ 1.381 primary and 2.051 secondary allowed.
8. Volkswagen Scirocco 1588, p. 444-445, add to the specs as follows: Valves IN & EX(mm): (I)40.0 (E)33.0. Change the specs to read as follows: Carb. No & Type: (1) 40 DCN, DCNF, IDF w/ 34mm choke(s), or (2) auto type side draft w/ 34mm choke(s) or I.R. manifold, or fuel injection, alternate throttle body w/ 1.381 primary and 2.051 secondary allowed.

FP – March

3. Alfa Romeo Giulia Spider Veloce, p. 432-433, change the specs to read as follows: Track(F&R)(in): 55.6 / 54.6, Wheels(max): 15 x 7.
4. Alfa Romeo Giulia Sprint / Spider, p. 432-433, change the specs to read as follows: Track(F&R)(in): 55.6 / 54.6, Wheels(max): 15 x 7.
5. BMW 320i (E21) (77-79), p. 434-435, add to the specs as follows: Notes: Factory 2bbl intake manifold from BMW 2002 is permitted.
6. BMW 320i (E21) (80-83), p. 434-435, add to the specs as follows: Notes: Factory 2bbl intake manifold from BMW 2002 is permitted.
7. BMW 318i (E30) (84-85), p. 434-435, add to the specs as follows: Notes: Factory 2bbl intake manifold from BMW 2002 is permitted.
8. As approved by the BoD in this FasTrack; classify the Elva Courier Mk I, II, & III 1622 & 1798 in FP with Level 1 prep.

Add new spec line to PCS-B, p. 434-435, Elva Courier Mk I, II, & III 1622 & 1798, Prep. Level: 1, Weight(lbs): 1622cc: 1800, 1798cc: 1900, Engine Type: 4 Cyl OHV, Bore x Stroke(mm): 76.2 x 88.9, 80.3 x 88.9, Displ.(cc): 1622, 1798, Block Mat'l: Iron, Head Mat'l: Iron, Valves IN & EX(mm): (I)39.9 (E)34.3, Carb. No. & Type: 1622cc: (2) 1.75" SU or Stromberg, 1798cc: (2) 1.50" SU or Stromberg, Wheelbase(mm): 2286, Track (F&R)(in): 53.5 / 54.6, Wheels(max): 14 x 6 (1622cc) 15 x 7 (Mk III 1798cc), Trans. Speeds: 4, Brakes Std.(mm): (F)229 Drum (R)203 Drum, Brakes Alt.(mm): (F)229 Disc (R)254 Drum (w/ MGA axle) (F)279 Disc (R)Mk. 4T 229, Notes: ATB 7224 MGA axle housing assy., Only the Mk III 1622cc is allowed to update to the 1798cc engine including the 15" wheel. A Mk III making this update may use the 13" wheels.

9. As approved by the BoD in this FasTrack; classify the Elva Courier Mk III, IV 1800 & Mk IV R & C in FP with Level 1 prep.

Add new spec line to PCS-B, p. 434-435, Elva Courier Mk III, IV 1800 & Mk IV R & C, Prep. Level: 1, Weight(lbs): 1900, Engine Type: 4 Cyl OHV, Bore x Stroke(mm): 80.3 x 88.9, Displ.(cc): 1798, Block Mat'l: Iron, Head Mat'l: Iron, Valves IN & EX(mm): (I)39.9 (E)34.3, Carb. No. & Type: (2) 1.50" SU or Stromberg, Wheelbase(mm): 2286, Track (F&R)(in): 53.5 / 54.6, Wheels(max): 15 x 7, Trans. Speeds: 4, Brakes Std.(mm): (F)229 Drum (R)203 Drum, Brakes Alt.(mm): (F)229 Disc (R)254 Drum (w/ MGA axle) (F)279 Disc (R)Mk. 4T 229, Notes: Mk IV T R&C have IRS, Mk III & IV 1800 have live axle. ATB 7224 MGA axle housing assy.

10. Classify the Fiat X/1-9 & Bertone 1300 as a Level 1 car in FP.

Add new spec line to PCS-B, p. 436-437, Fiat X/1-9 & Bertone 1300, Prep. Level: 1, Weight(lbs): 1715, Engine Type: 4 Cyl SOHC, Bore x Stroke(mm): 86.0 x 55.5, Displ.(cc): 1290, Block Mat'l: Iron, Head Mat'l: Alum, Valves IN & EX(in): (I)1.43 (E)1.21, 1.23, Carb. No. & Type: (1) Weber 32 DMTR or DATRA/100 w/ 32mm primary & secondary throttle bores, (1) 40 DCNF w/ 32mm choke(s), Wheelbase(in): 86.7, Track(F&R)(in): 56.3 / 56.6, Wheels(max): 13 x 7, Trans. Speeds: 5, Brakes Std.(in): (F&R)8.94 Disc, Brakes Alt(in): (F&R) 10.0 x .40 Disc (Lancia), Notes: Top panels may remain in place if securely bolted or pinned. Alt. Crankshaft: #4292177. Engine hatch rain tray may be removed. Trunk mounted fuel cell allowed. Orientation of the alternate carburetor is unrestricted. The alternate carb adapter may not be thicker than 1.25 inches. The adapter may have a bore larger than the throttle bore of the approved alternate carburetor.

11. As approved by the BoD in this FasTrack, classify the Honda Civic Si (88-91) in FP with Level 1 prep.

Add new spec line to PCS-B, p. 436-437, Honda Civic Si (88-91), Prep. Level: 1, Weight(lbs): 2075, Engine Type: 4 Cyl SOHC, Bore x Stroke(mm): 75.0 x 90.0, Displ.(cc): 1590, Block Mat'l: Alum, Head Mat'l: Alum, Valves IN & EX(mm): (I)29.0 (E)25.0, Carb. No. & Type: (1) 40 DCOE w. 34mm choke(s), (2) auto-type sidedraft w/ 32mm choke(s) on I.R. manifold, or fuel injection, Wheelbase(mm): 2499, Track (F&R)(in): 61.4 / 61.3, Wheels(max): 15 x 7, Trans. Speeds: 5, Brakes Std.(mm): (F)241 Disc (R)180 x 38 Drum, Brakes Alt.(mm): (R)239 Disc, Notes: Single 40 DCOE requires "dual Y" manifold w/ no balance tubes or plenums.

12. As approved by the BoD in this FasTrack, classify the Honda CRX Si (88-91) in FP with Level 1 prep.

Add new spec line to PCS-B, p. 436-437, Honda CRX Si (88-91), Prep. Level: 1, Weight(lbs): 2075, Engine Type: 4 Cyl SOHC, Bore x Stroke(mm): 75.0 x 90.0, Displ.(cc): 1590, Block Mat'l: Alum, Head Mat'l: Alum, Valves IN & EX(mm): (I)29.0 (E)25.0, Carb. No. & Type: (1) 40 DCOE w. 34mm choke(s), (2) auto-type sidedraft w/ 32mm choke(s) on I.R. manifold, or fuel injection, Wheelbase(mm): 2304, Track (F&R)(in): 61.4 / 61.7, Wheels(max): 15 x 7, Trans. Speeds: 5, Brakes Std.(mm): (F)241 Disc (R)180 x 38 Drum, Brakes Alt.(mm): (R)239 Disc, Notes: Single 40 DCOE requires "dual Y" manifold w/ no balance tubes or plenums.

13. Lotus Super Seven, p. 438-439, add to the specs as follows: Notes: Suspension components can pass through exterior bodywork. Front fenders may be modified as described here. The fender mounting flange shall be a minimum of 50 inches in length. At the rear of the fender, the lower edge of the mounting flange shall extend no higher than 4-1/2 inches above the undertray of the vehicle. At a point 6 inches rearward from the front of the flange, the fender shall be no narrower than 16-7/8 inches as measured along the upper curvature. At a point

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

14. As approved by the BoD in this FasTrack; classify the Lotus Mk 46, 54, 65 Europa in FP with Level 1 preparation.

Add new spec line to PCS-B, p. 438-439, Lotus Mk 46, 54, 65 Europa, Prep. Level: 1, Weight(lbs): 1630, Engine Type: 4 Cyl OHV, Bore x Stroke(mm): 75.9 x 81.0, 77.0 x 84.1, Displ.(cc): 1470, 1565, Block Mat'l: Alum, Head Mat'l: Alum, Valves IN & EX(mm): (I)37.6 (E)31.2, Carb. No. & Type: (1) Solex 1 3/8" DIDS2, (1) Weber 45 DCOE w/ "Dual-Y" manifold., Wheelbase(mm): 2311, Track (F&R)(in): 56.7 / 56.7, Wheels(max): 13 x 7, Trans. Speeds: 4 or 5, Brakes Std.(mm): (F)229 Disc (R)203 Drum, Brakes Alt.(mm): (F)244 Disc (R)231 Disc from twin cam, Notes: Renault R-16 (non-crossflow) cylinder head casting. Trunk mounted fuel cell is permitted. Any available transaxle with the same number of forward gears mounted in the standard position.

15. As approved by the BoD in this FasTrack; classify the Lotus Super Seven Series Four in FP with Level 1 prep.

Add new spec line to PCS-B, p. 438-439, Lotus Super Seven Series Four, Prep. Level: 1, Weight(lbs): 1810, Engine Type: 4 Cyl OHV, Bore x Stroke(mm): 81.0 x 77.7, Displ.(cc): 1599, Block Mat'l: Iron, Head Mat'l: Iron, Valves IN & EX(mm): (I)38.4 (E)31.8, Carb. No. & Type: (1) Weber 32 DFM, DFD w/ 28mm primary and 28mm secondary, (1) Weber DCNF w/ 28mm choke(s), Wheelbase(mm): 2286, Track (F&R)(in): 52.4 / 55.1, Wheels(max): 13 x 6, Trans. Speeds: 4, Brakes Std.(mm): (F&R)229 Disc, Brakes Alt. (F) 244 Disc, Notes: Headlights and associated hardware may be removed. NOTE: Rear edge of fenders shall be 4.5" above body undertray. Floor pans: one right and one left, attached to bottom of frame tubes. Area beneath transmission / driveshaft shall remain open.

16. As approved by the BoD in this FasTrack; classify the Volvo 142 / 142E in FP with Level 1 prep.

Add new spec line to PCS-B, p. 444-445, Volvo 142 / 142E, Prep. Level: 1, Weight(lbs): 2150, Engine Type: 4 Cyl OHV, Bore x Stroke(mm): 88.9 x 80.0, Displ.(cc): 1986, Block Mat'l: Iron, Head Mat'l: Iron, Valves IN & EX(mm): (I)44.0 (E)35.0, Carb. No. & Type: (2) Auto-type sidedraft w/ 32mm choke(s) on I.R. manifold, or fuel injection, Wheelbase(mm): 2616, Track (F&R)(in): 55.7 / 55.7, Wheels(max): 15 x 7, Trans. Speeds: 5, Brakes Std.(mm): (F)272 Disc (R)295 Disc, Notes: Bosch Fuel Injection.

17. As approved by the BoD in this FasTrack; reclassify the Volvo 142 / 144 2.0 (69-74) to GP at 2100 lbs.

FP – May

1. Opel GT, p. 440-441, change the specs to read as follows: Weight(lbs): 1900, Carb. No. & Type: (1) 40 DCN, DCNF, IDF w/ 36mm choke(s), (2) auto type side draft w/ 36mm choke(s) on I.R. manifold, or fuel injection.
2. Opel Manta (71-75), P. 440-441, change the specs to read as follows: Weight(lbs): 1900, Carb. No. & Type: (1) 40 DCN, DCNF, IDF w/ 36mm choke(s), (2) auto type side draft w/ 36mm choke(s) on I.R. manifold, or fuel injection.

FP – June

1. Nissan/Datsun SPL 311/311-U, p. 440-441, change the specs to read as follows: Carb. No. & Type: (2) auto type side draft 45mm max throttle bore w/ 38mm choke(s) on I.R. manifold.
2. Porsche 914-4, p. 440-441, change the specs to read as follows: Weight(lbs): 1970.
3. Classify the 76-84 Porsche 924 with level 2 prep in FP.

Add new spec line to PCS-B, p. 440-441, Porsche 924 (76-84), Prep. Level: 2, Weight(lbs): 2200 *2255 **2310, Engine Type: 4 Cyl SOHC, Bore x Stroke(mm): 86.5 x 84.4, Displ.(cc): 1984, Block Mat'l: Iron, Head Mat'l: Alum, Valves IN & EX(mm): (I)40.0 (E)33.0, Carb. No. & Type: Fuel Injection, Wheelbase(mm): 2400, Track (F/R)(mm): 1420 / 1392, Wheels(max): 15

x 7, Trans. Speeds: 5, Brakes Std.(mm): (F)282 Vented Discs (R)290 Solid Disc, Notes: Comp. Ratio limited to 10.5:1, Valve lift limited to .500".

Note: This car was included in the 2007 Prod car drop list.

4. Toyota MR-2 1.6l (85-89), p. 442-443, add to the specs as follows: Notes: Can use stock fuel tank.
5. Volkswagen Golf 1.8 (85-92), p. 442-443, add to the specs as follows: Notes: Can use stock fuel tank if stock rear bumper and bumper support structure is retained.
6. Volkswagen Jetta 1.8 (85-92), p. 442-443, add to the specs as follows: Notes: Can use stock fuel tank if stock rear bumper and bumper support structure is retained.

GP – February

1. Volkswagen Jetta 1780 (85-91), p. 452-453, correct the specs to read as follows: Track (F&R)(in): 60.5 / 60.2.
2. Volkswagen Golf (GTI, GT, GL), p. 452-453, correct the specs to read as follows: Track (F&R)(in): 60.5 / 60.2.

GP – March

1. As approved by the BoD in this FasTrack; classify the Volvo 142 / 144 2.0 (69-74) in GP with Level 2 prep.

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

GP – June

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

HP – January

1. Austin-Healey Sprite Mk. I, II, III, IV, MG Midget Mk. I, II, III, IV (948), p. 454-455, change the specs to read as follows: Weight(lbs): 1550.
2. Austin-Healey Sprite Mk. I, II, III, IV, MG Midget Mk. I, II, III, IV, Midget 1500, p. 454-455, (1098cc level 1), change the specs to read as follows: Weight(lbs): 1740.
3. Classify the BMW 1600 (68-71) with Level 2 prep.

Add new spec line to PCS-B, p. 454-455, BMW 1600 (68-71), Prep. Level: 2, Weight(lbs): 2100 *2153 **2205, Engine Type: 4 Cyl SOHC, Bore x Stroke(mm): 84.0 x 71.0, Displ.(cc): 1574, Block Mat'l: Iron, Head Mat'l: Alum, Valves IN & EX(mm): (I)42.0 (E)35.0, Carb. No. & Type: Carburetion, Wheelbase(in): 98.4, Track (F/R)(in): 56.3 / 56.3, Wheels(max): 13 x 6, Trans. Speeds: 4, Brakes Std.(mm): (F)257 Disc (R)232 Drum, Notes: Comp. Ratio limited to 11.0:1, Valve lift limited to .450". Factory 2bbl intake manifold from EP BMW 2002 is permitted.

4. Classify the Toyota Corolla (71-74) with Level 2 prep.
Add new spec line to PCS-B, p. 460-461, Toyota Corolla (71-74), Prep. Level: 2, Weight(lbs): 1960 *2009 **2058, Engine Type: 4 Cyl OHV, Bore x Stroke(mm): 85.0 x 70.0, Displ.(cc): 1588, Block Mat'l: Iron, Head Mat'l: Alum, Valves IN & EX(mm): (I)41.0 (E)36.0, Carb. No. & Type: (1) 40 DCN, DCNF, IDF, (2) auto type side draft w/ 32mm choke(s) on I.R. manifold, Wheelbase(in): 91.9, Track (F/R)(in): 54.5 / 55.5, Wheels(max): 13 x 7, Trans. Speeds: 4, Brakes Std.(mm): (F)229 Disc (R)231 Drum, Notes: Comp. Ratio limited to 12.0:1, Valve lift limited to .450".
5. Triumph Spitfire, p. 460-461, change the specs to read as follows: Weight(lbs): 1665 *1707 **1748.

6. Classify the Triumph Spitfire in HP with Level 1 suspension prep and Level 2 engine prep.
Add new spec line to PCS-B, p. 460-461, Triumph Spitfire, Prep. Level 1/2 See Notes, Weight(lbs): 1810, Engine Type: 4 Cyl OHV, Bore x Stroke(in): 2.90 x 2.992, Displ.(cc): 1296, Block Mat'l: Iron, Head Mat'l: Iron, Valves IN & EX(in): (I)1.30 (E)1.17, Carb. No. & Type:

Carburetion, Wheelbase(in): 83.0, Track (F&R)(in): 53.6 / 52.6, Wheels(max): 13 x 6, Trans. Speeds: 4, Brakes Std.(in): (F)9.0 Disc (R)7.0 Drum, Brakes Alt.(in): (F) 9.7 Disc (R)8.0 Drum, May use Triumph GT6 caliper as alternate front caliper, Notes: Comp. Ratio limited to 11.0:1, Valve lift limited to .450". Drivetrain Level 2 preparation only. Listed spec line weight does not change with alternate or stock transmission. Battery tray may be removed.

7. Triumph Spitfire 1500, p. 460-461, add to the specs as follows: Notes: Alternate intake manifold, Pierce #J15-1952 allowed.

HP – February

1. Volkswagen Golf (GTI, GT, GL), p. 460-461, correct the specs to read as follows: Track (F&R)(in): 60.5 / 60.2.
2. Volkswagen Jetta 1780 (85-91), p. 460-461, Volkswagen Golf (GTI, GT, GL), p. 452-453, correct the specs to read as follows: Track (F&R)(in): 60.5 / 60.2.

HP – March

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

HP – April

1. BMW 1600 (68-71), classified in TB 08-01, change the specs to read as follows: Weight(lbs): 2000 *2050 **2100, Track (F/R)(in): 56.5 / 56.5.
2. Toyota Corolla (71-74), classified in TB 08-01, change the specs to read as follows: Notes: Comp. Ratio limited to 12.0:1, Valve lift limited to .450". (2) auto type side drafts w/ 30mm choke(s) allowed at 2050 (*2101 **2153).

HP – May

1. Classify the Fiat X-1/9 1500 in HP with Level 2 engine prep and Level 1 suspension prep. Add new spec line to PCS-B, p. 456-457, Fiat X-1/9 1500, Prep. Level: 1/2 See Notes, Weight(lbs): 2070, Engine Type: 4 Cyl SOHC, Bore x Stroke(in): 3.40 x 2.52, Displ.(cc): 1498, Block Mat'l: Iron, Head Mat'l: Alum, Valves IN & EX(in): (I)1.43 (E)1.31, Carb. No. & Type: (1) 40 DCNF w/ 32mm choke(s), (1) 32 DTMR or 32 DATRA, or fuel injection, Wheelbase(in): 86.7, Track(F/R)(in): 56.3 / 56.6, Wheels(max): 13 x 6, Trans. Speeds: 5, Brakes Std.(mm): (F&R)227 Disc, Notes: Comp. Ratio limited to 11.0:1, Valve Lift limited to .450". Drive train Level 2 preparation only. Listed spec line weight does not change with alternate or stock transmission. Fuel cell may be located in front trunk.
2. Classify the 07-08 Honda Fit in HP with Level 2 prep. Add new spec line to PCS-B, p. 458-459, Honda Fit (07-08), Prep Level: 2, Weight(lbs): 1900 *1948 **1995, Engine Type: 4 Cyl SOHC, Bore x Stroke(mm): 73.0 x 89.4, Displ.(cc): 1497, Block Mat'l: Alum, Head Mat'l: Alum, Valves IN & EX(mm): (I)27.65 (E)23.15, Wheelbase(in): 96.5, Track(F/R)(in): 61.5 / 61.3, Wheels(max): 15 x 7, Trans. Speeds: 5, Brakes Std.(mm): (F)261.6 Vented Disc (R)200.7 Drum, Notes: Comp. Ratio limited to 11.0:1, Valve Lift limited to .390".

HP – June

1. BLMI Austin/Morris Mini Cooper (level 1 suspension/level 2 engine), p. 454-455, add to the specs as follows: Valves IN & EX(in): (I)1.406 (E)1.219.
2. Nissan/Datsun PL510, p. 458-459, add to the specs as follows: Notes: (2) auto type side drafts w/ 30mm choke(s) allowed @ 2050 (*2101 **2153).
3. Volkswagen Golf (GTI, GT, GT), p. 460-461, add to the specs as follows: Notes: Can use stock fuel tank if stock rear bumper and bumper support structure is retained.
4. Volkswagen Jetta 1780 (85-91), p. 460-461, add to the specs as follows: Notes: Can use stock fuel tank if stock rear bumper and bumper support structure is retained.

HP - July

1. BLMI Austin/Morris Mini Cooper (level 1 suspension/level 2 engine), p. 454-455, add to the specs as follows: Carb. No. & Type: (1) 1.75" SU, Notes: Alternate intake manifold #CAM-6618. Change the specs to read as follows: Track (F/R)(in): 53.0 / 53.0.

2. Volkswagen Rabbit 1588 (includes Cabriolet / convertible), p. 460-461, change the Notes to read as follows: Comp. Ratio limited to 11.5:1, Valve lift limited to .450".
3. Volkswagen Rabbit 1715 (81-84) (excl. conv.), p. 460-461, change the Notes to read as follows: Comp. Ratio limited to 11.5:1, Valve lift limited to .450".
4. Volkswagen Scirocco 1457/1471, p. 462-463, change the Notes to read as follows: Comp. Ratio limited to 11.5:1, Valve lift limited to .450". Only the 1457cc engine may use fuel injection.
5. Volkswagen Scirocco 1588, p. 462-463, change the Notes to read as follows: Comp. Ratio limited to 11.5:1, Valve lift limited to .450".
Volkswagen Scirocco 1715 (81-84), p. 462-463, change the Notes to read as follows: Comp. Ratio limited to 11.5:1, Valve lift limited to .450".

American Sedan – January

1. As approved by the BoD in this FasTrack; change section 9.1.6.D.1.j, p. 467-468, to read as follows: ~~Engines may be bored to a maximum of .040" over standard bore size.~~ Engine block shall be cast iron as produced by the manufacturer for the specified displacement of the cars classified but shall not be restricted to the models or years listed. See Section F – Engine Build Sheets for additional specifications
 1. Any aluminum replacement ~~dished or flat top (with valve relief's)~~ piston with three piston rings and a stock diameter piston pin may be used. See Section F – Engine Build Sheets for additional specifications
 2. Piston rings are unrestricted.
 3. Stock or alternate factory OEM connecting rods are permitted. Alternate factory OEM replacement rods shall be available from the vehicle manufacturer as direct replacement OEM-type substitutes. ~~Specifically approved aftermarket connecting rods are permitted.~~ See Section F – Engine Build Sheets for additional specifications.
2. Clarify section 9.1.6.D.7.d, p. 474, by adding to the end as follows: *Stock hood hinges may be removed, modified, or replaced.*
3. As approved by the BoD in this FasTrack; change section 9.1.6.D.9.e, p. 475, to read as follows: *The steering column is unrestricted. A collapsible type steering column is strongly recommended. The driver's normal seated position must not be relocated. ~~Steering knuckle flexible coupling may be replaced with steel universal joint.~~*
4. As approved by the BoD in this FasTrack; change section 9.1.6.F, p. 476-481, to read as follows:

Chevrolet / Pontiac

—GENERAL

Manufacturer: General Motors Corp.

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

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

No. of Cylinders: V-8

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

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

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

Compression Ratio: 10.30 Max.

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

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

Block Casting #'s: ~~14010201, 14010202, 14010203, 14010231, 14016381, 10164548, 11068561, 14088551, 14093627, 14094766, 14093627, 14094766, 10049047, 14102058, 14016383, 355909, 361979, 460776, 460777, 460778, 10243878~~ Any General Motors or Ford produced ferrous block meeting other AS required specifications.

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

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

Ford: 2M, 2MA, 2MAB, 2MAC, 2MAD, 2MAE, E1AE-AA, E7AE-AA

Notes:

1. Any commercially available steel crankshaft which meets approved stroke, journal diameters and other specified dimensions and requirements is permitted. The minimum weight for any steel crankshaft shall be ~~48#~~ 42 lbs.
2. Crankshaft casting seam flash may be deburred.
3. Steel main bearing caps may be fitted provided no other modifications are made to any approved part or specified dimension.

BLOCK

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

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

GM: 9.0070-9.0430"

Ford: 8.1880-8.2240"

Bore Spacing:

GM: 4.4000"

Ford: 4.3800"

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

Options:

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

CONNECTING RODS

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

Pin Fit: Floating or Interference Fit

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

Material: Forged Steel / Cast Iron (No Billet)

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

Options:

1. Wrist pin oiling holes may be added.

CAMSHAFT

Drive Type: Single or Dual-row chain

Lifter Type: Solid, flat-tappet

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

Options:

1. Camshaft thrust button may be installed

CRANKSHAFT

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

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

Options:

1. Crankshaft casting seam flash may be deburred.

PISTON

Material: Aluminum (Cast or Forged)

Ring Configuration: 3 rings, above pin

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

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

Options:

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

CYLINDER HEADS

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

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

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

Exhaust Valve Size: 1.4950-1.5000" Max: 1.54"

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

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

416 casting: 168.00cc IN / 60.00cc EX

Options:

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

Notes:

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

MISCELLANEOUS

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

Ford / Mercury

—GENERAL

Manufacturer: Ford Motor Company

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

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

No. of Cylinders: V-8

Bore (Range): 4.0000-4.0400"

Stroke: 2.9950-3.0000"

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

Compression Ratio: 10.30 Max.

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

Valve Lift: 0.5000" Max. @ 0.0000" lash

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

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

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

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

Notes:

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

—BLOCK

Crankshaft Housing Bore: 2.4412-2.4420"

Block Deck Height: 8.1880-8.2240"

Bore Spacing: 4.3800"

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

Options:

1. ~~Cylinder block oil restrictors may be installed.~~
2. ~~Block may be machined for the purpose of installing cylinder O-rings.~~

3. Block may be machined to true warped surfaces
4. Block casting seam flash may be deburred.

CONNECTING RODS

Big End Bore: 2.2390-2.2398"

Pin Fit: Floating or Interference Fit

Center to Center: 5.0885-5.0915"

Material: Forged Steel / Cast Iron (No Billet)

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

Options:

1. Wrist pin oiling holes may be added.

CAMSHAFT

Drive Type: Single or Dual-row chain

Lifter Type: Solid, flat-tappet

Lifter Dia: .8740" nominal

CRANKSHAFT

Main Journal Dia (Range): 2.2182-2.2490"

Rod Journal Dia (Range): 2.0928-2.1236"

Options:

1. Crankshaft casting seam flash may be deburred.

PISTON

Material: Aluminum (Cast or Forged)

Ring Configuration: 3 rings, above pin

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

Pin Diameter: .912" nominal

Options:

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

CYLINDER HEADS

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

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

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

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

Valve Stem Diameter: (Refer to Drawing 2)

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

Options:

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

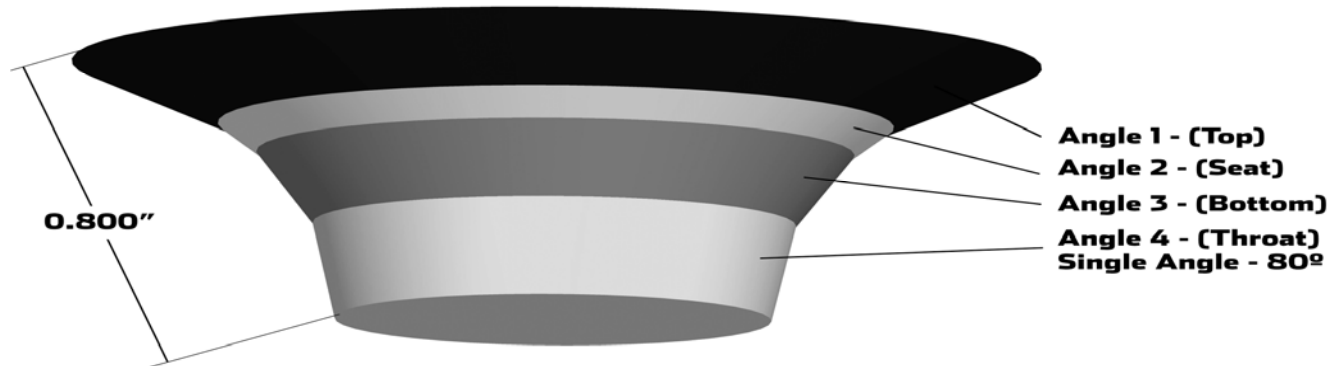
Notes:

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

MISCELLANEOUS

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

FIGURE 1



5. As approved by the BoD in this FasTrack; the ASCS spec lines, p. 482, with the following:
Note: the weights have been adjusted from what was previously published; these are the official weights for 2008.

AS	Wheel-base (inch)	Gear Ratios (Std.)	Gear Ratios (alt.)	Gear Ratios (alt.)	Brakes (Max) (mm)	Weight (lbs)	Notes:
Camaro & Firebird (82-92)	101.0	3.42, 2.28, 1.45, 1.00	2.95, 1.94, 1.34, 1.00, 0.73	3.35, 1.93, 1.29, 1.00, 0.61	12.2 x 1.25 Disc	3280 Over 313 Cubic inch Displacement 3580	Dana 44 axle permitted. Harwood fiberglass hood (P/N 12100) is permitted. Engine built to A/S Build Sheet specifications with the following: Head Casting #'s: 14101081, 14014416 Port Volume (Max.): 081 casting: 170.00 cc IN/ 65.00 EX; 416 Casting 168.00cc IN /60.00cc EX
Camaro & Firebird (93-02)	101.1	2.95, 1.94, 1.34, 1.00, 0.73	3.35, 1.93, 1.29, 1.00, 0.61		12.2 x 1.25 Disc	3280 Over 313 Cubic inch Displacement 3580	Dana 44 axle permitted. Alt Hood: American Sports Car Design, Inc. (Part # S-400) w/rear opening closed. Right side wiper mechanism may be removed and underside of cowl may be modified to facilitate carb installation. P/S bracket may be modified or replaced to accommodate the P/S pump. The cowl and shock tower sheet metal may be modified to allow the installation of an 82-92 F-body brake booster and master cylinder. Camaro SS hood from SLP or SVD is permitted with ram air opening sealed to prevent the passage of air. Engine/transmission installation procedure as provided by SCCA Club Racing shall be utilized. WS6 hood is permitted with ram air opening sealed to prevent the passage of air. Engine built to A/S Build Sheet specifications with the following: Head Casting #'s: 14101081, 14014416 Port Volume (Max.): 081 casting: 170.00 cc IN/ 65.00 EX; 416 Casting 168.00cc IN /60.00cc EX
Mustang Incl. Cobra & Cobra R (79-93)	100.4	3.07, 1.72, 1.00, 0.70	2.95, 1.94, 1.34, 1.00, 0.63	3.35, 1.99, 1.33, 1.00, 0.68	12.2 x 1.25 Disc	3080 Over 313 Cubic inch Displacement 3580	Permitted: Rear disc brake kit (M-2300-C) and/or 5-lug kit (M-2300-F). Engine built to A/S Build Sheet specifications with the following: Head Casting #'s: F3ZE-AA (GT40), F1ZE-AA (GT-40), F77E-AA (GT-40P) Port Volume (Max.): 143.00cc IN/ 54.00cc EX (GT-40 & GT-40P)
Mustang Incl. Cobra thru 95 (94-98)	101.3	2.95, 1.94, 1.34, 1.00, 0.63	3.35, 1.99, 1.33, 1.00, 0.68		12.2 x 1.25 Disc	3280 Over 313 Cubic inch Displacement 3580	Cobra R hood (F5ZV-16612-AA) is permitted with rear opening closed off. Hydro boost braking system is not permitted. Any 1994, and up, Mustang vacuum assisted braking system shall be used. Engine built to A/S Build Sheet specifications with the following: Head Casting #'s: F3ZE-AA (GT40), F1ZE-AA (GT-40), F77E-AA (GT-40P) Port Volume (Max.): 143.00cc IN/ 54.00cc EX (GT-40 & GT-40P)
Mustang Incl. Cobra (99-04)	101.3	2.95, 1.94, 1.34, 1.00, 0.63	3.35, 1.99, 1.33, 1.00, 0.68		12.2 x 1.25 Disc	3280 Over 313 Cubic inch Displacement 3580	Cobra R bodywork and independent rear suspension not permitted. '94-'95 Mustang K-member may be used to facilitate installation of 302 engine. Under no circumstances is the '99-'00 K-member to be modified. Hydro boost braking system is not permitted. Any 1994, and up, Mustang vacuum assisted braking system shall be used. Engine built to A/S Build Sheet specifications with the following: Head Casting #'s: F3ZE-AA (GT40), F1ZE-AA (GT-40), F77E-AA (GT-40P) Port Volume (Max.): 143.00cc IN/ 54.00cc EX (GT-40 & GT-40P)
Mustang GT (2005)	107.1	3.38, 2.00, 1.32, 1.00, .675	2.95, 1.94, 1.34, 1.00, 0.63		12.2 x 1.25 Disc	3280 Over 313 Cubic inch Displacement 3580	Engine/transmission installation procedure as provided by SCCA Club Racing shall be utilized. Engine built to A/S Build Sheet specifications with the following: Head Casting #'s: F3ZE-AA (GT40), F1ZE-AA (GT-40), F77E-AA (GT-40P) Port Volume (Max.): 143.00cc IN/ 54.00cc EX (GT-40 & GT-40P)
Capri (79-86)	100.4	3.07, 1.72, 1.00, 0.70	2.95, 1.94, 1.34, 1.00, 0.63	3.35, 1.99, 1.33, 1.00, 0.68	12.2 x 1.25 Disc	3080 Over 313 Cubic inch Displacement 3580	Permitted: Rear disc brake kit (M-2300-C) and/or 5-lug kit (M-2300-F). Engine built to A/S Build Sheet specifications with the following: Head Casting #'s: F3ZE-AA (GT40), F1ZE-AA (GT-40), F77E-AA (GT-40P) Port Volume (Max.): 143.00cc IN/ 54.00cc EX (GT-40 & GT-40P)
GTO (04-06)	109.8	2.95, 1.94, 1.34, 1.00, 0.73	3.35, 1.93, 1.29, 1.00, 0.61		12.2 x 1.25 Disc	3480 Over 313 Cubic inch Displacement 3680	Engine/Transmission installation procedure as provided by SCCA Club Racing shall be utilized (TBD). Production IRS allowed w/ a maximum camber of -0.5° at static ride height. Engine built to A/S Build Sheet specifications with the following: Head Casting #'s: 14101081, 14014416 Port Volume (Max.): 081 casting: 170.00 cc in/ 65.00 EX; 416 Casting 168.00cc IN /60.00 EX cc

American Sedan – April

1. Classify the Chevrolet Camaro / Pontiac Firebird (96-02) in AS.
Add new spec line to ASCS, p. 482, Chevrolet Camaro / Pontiac Firebird (96-02), Wheelbase(in): 101.1, Gear Ratios (Std.): 2.66, 1.78, 1.30, 1.00, 0.74, 0.50, Brakes(Max)(in): 12.2 x 1.25 Disc, Weight(lbs): 3680, Notes: Cars may be prepared to ASCS except that engines and transmission/final drive shall comply with TCS sections 9.1.10.D, 9.1.10.D.1, and 9.1.10.D.4. Brakes, wheels and tires shall comply with TCS specifications (as a package), or shall comply with ASCS rules (as a package).
2. Classify the Ford Mustang Cobra (96-02) in AS.
Add new spec line to ACSC, p. 482, Ford Mustang Cobra (96-02), Wheelbase(in): 101.3, Gear Ratios (Std.): 3.37, 1.99, 1.33, 1.00, 0.67, Brakes(Max)(in): 12.2 x 1/25 Disc, Weight(lbs): 3480, Notes: Cars may be prepared to ASCS except that engines and transmission/final drive shall comply with TCS sections 9.1.10.D, 9.1.10.D.1, and 9.1.10.D.4. Brakes, wheels and tires shall comply with TCS specifications (as a package), or shall comply with ASCS rules (as a package).
3. Classify the Pontiac GTO in AS.
Add new spec line to ASCS, p. 482, Pontiac GTO (04-06), Wheelbase: 109.8, Gear Ratios (Std.): 2.97, 2.07, 1.43, 1.00, 0.84, 0.57, Brakes(Max)(in): 12.2 x 1.25 Disc, Weight(lbs): 3680, Notes: Cars may be prepared to ASCS except that engines and transmission/final drive shall comply with TCS sections 9.1.10.D, 9.1.10.D.1, and 9.1.10.D.4. Brakes, wheels and tires shall comply with TCS specifications (as a package), or shall comply with ASCS rules (as a package).

American Sedan – June

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

AS	Wheel-base (inch)	Gear Ratios (Std.)	Gear Ratios (alt.)	Gear Ratios (alt.)	Brakes (Max) (in/mm)	Weight (lbs)	Notes:
Cadillac CTS-V (04-05) Restricted Prep.	113.4	2.97, 2.07, 1.43, 1.00, 0.84, 0.56			(F) 355 Vented Disc (R) 365 Vented Disc	3940	Cars shall be prepared to ASCS except that engines and transmissions/final drives must comply with TCS sections 9.1.10.D, 9.1.10.D.1, 9.1.10.D.4. Exhaust systems may be modified per ASCS specifications except OEM manifolds must be maintained. OEM engine/transmission mounts must be maintained. OEM accessory drives must be maintained, except for removal of Air Conditioning Compressors and Supplemental A.I.R. pumps. Shorter drive belts and/or idler pulleys may be utilized. OEM overbore replacement pistons may be utilized. ABS brake systems must be disabled by disconnecting a front wheel speed sensor. An additional rear brake proportioning valve may be added. Factory fuel tanks may be utilized until Dec 31st 2009 unless specifically allowed. Roll cages in existing cars must meet or exceed 2003 TCS specifications. Newly constructed cars must meet ASCS roll cage requirements. A .060 in. thick SIR may be added to maintain performance parity within the class. Max. Tire Size: 275, Max. Wheel Size: 18 x 9.5.
Cadillac CTS-V (06-07) Restricted Prep.	113.4	2.97, 2.07, 1.43, 1.00, 0.84, 0.56			(F) 355 Vented Disc (R) 365 Vented Disc	3990	Cars shall be prepared to ASCS except that engines and transmissions/final drives must comply with TCS sections 9.1.10.D, 9.1.10.D.1, 9.1.10.D.4. Exhaust systems may be modified per ASCS specifications except OEM manifolds must be maintained. OEM engine/transmission mounts must be maintained. OEM accessory drives must be maintained, except for removal of Air Conditioning Compressors and Supplemental A.I.R. pumps. Shorter drive belts and/or idler pulleys may be utilized. OEM overbore replacement pistons may be utilized. ABS brake systems must be disabled by disconnecting a front wheel speed sensor. An additional rear brake proportioning valve may be added. Factory fuel tanks may be utilized until Dec 31st 2009 unless specifically allowed. Roll cages in existing cars must meet or exceed 2003 TCS specifications. Newly constructed cars must meet ASCS roll cage requirements. A .060 in. thick SIR may be added to maintain performance parity within the class. Max. Tire Size: 275, Max. Wheel Size: 18 x 9.5.
Camaro & Firebird (82-92)	101.0	3.42, 2.28, 1.45, 1.00	2.95, 1.94, 1.34, 1.00, 0.73	3.35, 1.93, 1.29, 1.00, 0.61	12.2 x 1.25 Disc	3280 Over 313 CID 3580	Dana 44 axle permitted. Harwood fiberglass hood (P/N 12100) is permitted. Engine built to A/S Build Sheet specifications with the following: Head Casting #'s: 14101081, 14014416 Port Volume (Max.): 081 casting: 170.00 cc IN/65.00 EX; 416 Casting 168.00cc IN/60.00 EX
Camaro & Firebird (93-02)	101.1	2.95, 1.94, 1.34, 1.00, 0.73	3.35, 1.93, 1.29, 1.00, 0.61		12.2 x 1.25 Disc	3280 Over 313 CID 3580	Dana 44 axle permitted. Alt Hood: American Sports Car Design, Inc. (Part # S-400) w/rear opening closed. Right side wiper mechanism may be removed and underside of cowl may be modified to facilitate carb installation. P/S bracket may be modified or replaced to accommodate the P/S pump. The cowl and shock tower sheet metal may be modified to allow the installation of an 82-92 F-body brake booster and master cylinder. Camaro SS hood from SLP or SVD is permitted with ram air opening sealed to prevent the passage of air. Engine/transmission installation procedure as provided by SCCA Club Racing shall be utilized. WS6 hood is permitted with ram air opening sealed to prevent the passage of air. Engine built to A/S Build Sheet specifications with the following: Head Casting #'s: 14101081, 14014416 Port Volume (Max.): 081 casting: 170.00 cc IN/65.00 EX; 416 Casting 168.00cc IN/60.00 EX
Camaro & Firebird (93-97) Restricted Prep.	101.1	2.97, 2.07, 1.43, 1.00, 0.80, 0.62			12.2 x 1.25 Disc	3580	Cars shall be prepared to ASCS except that engines and transmissions/final drives must comply with TCS sections 9.1.10.D, 9.1.10.D.1, 9.1.10.D.4. Exhaust systems may be modified per ASCS specifications except OEM manifolds must be maintained. OEM engine/transmission mounts must be maintained. OEM accessory drives must be maintained, except for removal of Air Conditioning Compressors and Supplemental A.I.R. pumps. Shorter drive belts and/or idler pulleys may be utilized. OEM overbore replacement pistons may be utilized. ABS brake systems must be disabled by disconnecting a front wheel speed sensor. An additional rear brake proportioning valve may be added. Factory fuel tanks may be utilized until Dec 31st 2009 unless specifically allowed. Roll cages in existing cars must meet or exceed 2003 TCS specifications. Newly constructed cars must meet ASCS roll cage requirements. A .060 in. thick SIR may be added to maintain performance parity within the class. Max. Tire Size: 275, Max. Wheel Size: 16 x 8.
Camaro & Firebird (98-02) Restricted Prep.	101.1	2.66, 1.78, 1.30, 1.00, 0.74			12.2 x 1.25 Disc	3680	Cars shall be prepared to ASCS except that engines and transmissions/final drives must comply with TCS sections 9.1.10.D, 9.1.10.D.1, 9.1.10.D.4. Exhaust systems may be modified per ASCS specifications except OEM manifolds must be maintained. OEM engine/transmission mounts must be maintained. OEM accessory drives must be maintained, except for removal of Air Conditioning Compressors and Supplemental A.I.R. pumps. Shorter drive belts and/or idler pulleys may be utilized. OEM overbore replacement pistons may be utilized. ABS brake systems must be disabled by disconnecting a front wheel speed sensor. An additional rear brake proportioning valve may be added. Factory fuel tanks may be utilized until Dec 31st 2009 unless specifically allowed. Roll cages in existing cars must meet or exceed 2003 TCS specifications. Newly constructed cars must meet ASCS roll cage requirements. A .060 in. thick SIR may be added to maintain performance parity within the class. Max. Tire Size: 275, Max. Wheel Size: 16 x 8.
Mustang Incl. Cobra & Cobra R (79-93)	100.4	3.07, 1.72, 1.00, 0.70	2.95, 1.94, 1.34, 1.00, 0.63	3.35, 1.99, 1.33, 1.00, 0.68	12.2 x 1.25 Disc	3080 Over 313 CID 3580	Permitted: Rear disc brake kit (M-2300-C) and/or 5-lug kit (M-2300-F). Engine built to A/S Build Sheet specifications with the following: Head Casting #'s: F3ZE-AA (GT40), F1ZE-AA (GT-40), F77E-AA (GT-40P) Port Volume (Max.): 143.00cc IN/54.00cc EX (GT-40 & GT-40P) Fiberglass hoods, including cowl hoods up to 3" may be used. Otherwise, the external profile of the hood shall remain stock. Ram air openings and rear openings must be blocked off to prevent passage of air.
Mustang Incl. Cobra thru 95 (94-98)	101.3	2.95, 1.94, 1.34, 1.00, 0.63	3.35, 1.99, 1.33, 1.00, 0.68		12.2 x 1.25 Disc	3280 Over 313 CID 3580	Cobra R hood (F5ZV-16612-AA) is permitted with rear opening closed off. Hydro boost braking system is not permitted. Any 1994, and up, Mustang vacuum assisted braking system shall be used. Engine built to A/S Build Sheet specifications with the following: Head Casting #'s: F3ZE-AA (GT40), F1ZE-AA (GT-40), F77E-AA (GT-40P) Port Volume (Max.): 143.00cc IN/54.00cc EX (GT-40 & GT-40P) Fiberglass hoods, including cowl hoods up to 3" may be used. Otherwise, the external profile of the hood shall remain stock. Ram air openings and rear openings must be blocked off to prevent passage of air.
Mustang Cobra (94-95) Restricted Prep.	101.3	3.35, 1.99, 1.33, 1.00, 0.68			(F) 330 Vented Disc (R) 296 Vented Disc	3580	Cars shall be prepared to ASCS except that engines and transmissions/final drives must comply with TCS sections 9.1.10.D, 9.1.10.D.1, 9.1.10.D.4. Exhaust systems may be modified per ASCS specifications except OEM manifolds must be maintained. OEM engine/transmission mounts must be maintained. OEM accessory drives must be maintained, except for removal of Air Conditioning Compressors and Supplemental A.I.R. pumps. Shorter drive belts and/or idler pulleys may be utilized. OEM overbore replacement pistons may be utilized. ABS brake systems must be disabled by disconnecting a front wheel speed sensor. An additional rear brake proportioning valve may be added. Factory fuel tanks may be utilized until Dec 31st 2009 unless specifically allowed. Roll cages in existing cars must meet or exceed 2003 TCS specifications. Newly constructed cars must meet ASCS roll cage requirements. A .060 in. thick SIR may be added to maintain performance parity within the class. Max. Tire Size: 275, Max. Wheel Size: 17 x 9.

AS	Wheel-base (inch)	Gear Ratios (Std.)	Gear Ratios (alt.)	Gear Ratios (alt.)	Brakes (Max) (in/mm)	Weight (lbs)	Notes:
Mustang Cobra R (1995) Restricted Prep.	101.3	3.27, 1.98, 1.34, 1.00, 0.68			(F) 330 Vented Disc (R) 296 Vented Disc	3680	Cars shall be prepared to ASCS except that engines and transmissions/final drives must comply with TCS sections 9.1.10.D, 9.1.10.D.1, 9.1.10.D.4. Exhaust systems may be modified per ASCS specifications except OEM manifolds must be maintained. OEM engine/transmission mounts must be maintained. OEM accessory drives must be maintained, except for removal of Air Conditioning Compressors and Supplemental A.I.R. pumps. Shorter drive belts and/or idler pulleys may be utilized. OEM overbore replacement pistons may be utilized. ABS brake systems must be disabled by disconnecting a front wheel speed sensor. An additional rear brake proportioning valve may be added. Factory fuel tanks may be utilized until Dec 31st 2009 unless specifically allowed. Roll cages in existing cars must meet or exceed 2003 TCS specifications. Newly constructed cars must meet ASCS roll cage requirements. A .060 in. thick SIR may be added to maintain performance parity within the class. Max. Tire Size: 275, Max. Wheel Size: (F)17 x 9 (R)17x10.
Mustang Cobra (96-98) Restricted Prep.	101.3	3.37, 1.99, 1.33, 1.00, 0.67			(F) 330 Vented Disc (R) 296 Vented Disc	3480	Cars shall be prepared to ASCS except that engines and transmissions/final drives must comply with TCS sections 9.1.10.D, 9.1.10.D.1, 9.1.10.D.4. Exhaust systems may be modified per ASCS specifications except OEM manifolds must be maintained. OEM engine/transmission mounts must be maintained. OEM accessory drives must be maintained, except for removal of Air Conditioning Compressors and Supplemental A.I.R. pumps. Shorter drive belts and/or idler pulleys may be utilized. OEM overbore replacement pistons may be utilized. ABS brake systems must be disabled by disconnecting a front wheel speed sensor. An additional rear brake proportioning valve may be added. Factory fuel tanks may be utilized until Dec 31st 2009 unless specifically allowed. Roll cages in existing cars must meet or exceed 2003 TCS specifications. Newly constructed cars must meet ASCS roll cage requirements. A .060 in. thick SIR may be added to maintain performance parity within the class. Max. Tire Size: 275, Max. Wheel Size: 17 x 9.
Mustang Cobra (99-02) Restricted Prep.	101.3	3.37, 1.99, 1.33, 1.00, 0.68			(F) 330 Vented Disc (R) 296 Vented Disc	3680	Cars shall be prepared to ASCS except that engines and transmissions/final drives must comply with TCS sections 9.1.10.D, 9.1.10.D.1, 9.1.10.D.4. Exhaust systems may be modified per ASCS specifications except OEM manifolds must be maintained. OEM engine/transmission mounts must be maintained. OEM accessory drives must be maintained, except for removal of Air Conditioning Compressors and Supplemental A.I.R. pumps. Shorter drive belts and/or idler pulleys may be utilized. OEM overbore replacement pistons may be utilized. ABS brake systems must be disabled by disconnecting a front wheel speed sensor. An additional rear brake proportioning valve may be added. Factory fuel tanks may be utilized until Dec 31st 2009 unless specifically allowed. Roll cages in existing cars must meet or exceed 2003 TCS specifications. Newly constructed cars must meet ASCS roll cage requirements. A .060 in. thick SIR may be added to maintain performance parity within the class. Max. Tire Size: 275, Max. Wheel Size: 17 x 9.
Mustang Incl. Cobra (99-04)	101.3	2.95, 1.94, 1.34, 1.00, 0.63	3.35, 1.99, 1.33, 1.00, 0.68		12.2 x 1.25 Disc	3280 Over 313 CID 3580	Cobra R bodywork and independent rear suspension not permitted. '94-'95 Mustang K-member may be used to facilitate installation of 302 engine. Under no circumstances is the '99-'00 K-member to be modified. Hydro boost braking system is not permitted. Any 1994, and up, Mustang vacuum assisted braking system shall be used. Engine built to A/S Build Sheet specifications with the following: Head Casting #'s: F3ZE-AA (GT40), F1ZE-AA (GT-40), F77E-AA (GT-40P) Port Volume (Max.): 143.00cc IN/54.00cc EX (GT-40 & GT-40P) Fiberglass hoods, including cowl hoods up to 3 " may be used. Otherwise, the external profile of the hood shall remain stock. Ram air openings and rear openings must be blocked off to prevent passage of air.
Mustang Mach 1 (03-04) Restricted Prep.	101.3	3.38, 2.00, 1.27, 1.00, 0.79			(F) 330 Vented Disc (R) 296 Vented Disc	3480	Cars shall be prepared to ASCS except that engines and transmissions/final drives must comply with TCS sections 9.1.10.D, 9.1.10.D.1, 9.1.10.D.4. Exhaust systems may be modified per ASCS specifications except OEM manifolds must be maintained. OEM engine/transmission mounts must be maintained. OEM accessory drives must be maintained, except for removal of Air Conditioning Compressors and Supplemental A.I.R. pumps. Shorter drive belts and/or idler pulleys may be utilized. OEM overbore replacement pistons may be utilized. ABS brake systems must be disabled by disconnecting a front wheel speed sensor. An additional rear brake proportioning valve may be added. Factory fuel tanks may be utilized until Dec 31st 2009 unless specifically allowed. Roll cages in existing cars must meet or exceed 2003 TCS specifications. Newly constructed cars must meet ASCS roll cage requirements. A .060 in. thick SIR may be added to maintain performance parity within the class. Max. Tire Size: 275, Max. Wheel Size: 17 x 9.
Mustang GT (2005)	107.1	3.38, 2.00, 1.32, 1.00, 0.68	2.95, 1.94, 1.34, 1.00, 0.63		12.2 x 1.25 Disc	3280 Over 313 CID 3580	Engine/transmission installation procedure as provided by SCCA Club Racing shall be utilized. Engine built to A/S Build Sheet specifications with the following: Head Casting #'s: F3ZE-AA (GT40), F1ZE-AA (GT-40), F77E-AA (GT-40P) Port Volume (Max.): 143.00cc IN/54.00cc EX (GT-40 & GT-40P) Fiberglass hoods, including cowl hoods up to 3 " may be used. Otherwise, the external profile of the hood shall remain stock. Ram air openings and rear openings must be blocked off to prevent passage of air.
Mustang Coupe GT (05-07) Restricted Prep.	107.1	3.38, 2.00, 1.32, 1.00, 0.68			(F) 335 Vented Disc (R) 300 Vented Disc	3480	Cars shall be prepared to ASCS except that engines and transmissions/final drives must comply with TCS sections 9.1.10.D, 9.1.10.D.1, 9.1.10.D.4. Exhaust systems may be modified per ASCS specifications except OEM manifolds must be maintained. OEM engine/transmission mounts must be maintained. OEM accessory drives must be maintained, except for removal of Air Conditioning Compressors and Supplemental A.I.R. pumps. Shorter drive belts and/or idler pulleys may be utilized. OEM overbore replacement pistons may be utilized. ABS brake systems must be disabled by disconnecting a front wheel speed sensor. An additional rear brake proportioning valve may be added. Factory fuel tanks may be utilized until Dec 31st 2009 unless specifically allowed. Roll cages in existing cars must meet or exceed 2003 TCS specifications. Newly constructed cars must meet ASCS roll cage requirements. A .060 in. thick SIR may be added to maintain performance parity within the class. Max. Tire Size: 275, Max. Wheel Size: 17 x 9.
Capri (79-86)	100.4	3.07, 1.72, 1.00, 0.70	2.95, 1.94, 1.34, 1.00, 0.63	3.35, 1.99, 1.33, 1.00, 0.68	12.2 x 1.25 Disc	3080 Over 313 CID 3580	Permitted: Rear disc brake kit (M-2300-C) and/or 5-lug kit (M-2300-F). Engine built to A/S Build Sheet specifications with the following: Head Casting #'s: F3ZE-AA (GT40), F1ZE-AA (GT-40), F77E-AA (GT-40P) Port Volume (Max.): 143.00cc IN/54.00cc EX (GT-40 & GT-40P) Fiberglass hoods, including cowl hoods up to 3 " may be used. Otherwise, the external profile of the hood shall remain stock. Ram air openings and rear openings must be blocked off to prevent passage of air.
GTO (04-06)	109.8	2.95, 1.94, 1.34, 1.00, 0.73	3.35, 1.93, 1.29, 1.00, 0.61		12.2 x 1.25 Disc	3480 Over 313 CID 3680	Engine/Transmission installation procedure as provided by SCCA Club Racing shall be utilized (TBD). Production IRS allowed w/ a maximum camber of -0.5° at static ride height. Engine built to A/S Build Sheet specifications with the following: Head Casting #'s: 14101081, 14014416 Port Volume (Max.): 081 casting: 170.00 cc in/65.00 EX; 416 Casting 168.00cc IN/60.00 EX

AS	Wheel- base (inch)	Gear Ratios (Std.)	Gear Ratios (alt.)	Gear Ratios (alt.)	Brakes (Max) (in/mm)	Weight (lbs)	Notes:
GTO (04-05) Restricted Prep.	109.8	2.97, 2.07, 1.43, 1.00, 0.84, 0.57			(F) 320 Vented Disc (R) 286 Vented Disc	3630	Cars shall be prepared to ASCS except that engines and transmissions/final drives must comply with TCS sections 9.1.10.D, 9.1.10.D.1, 9.1.10.D.4. Exhaust systems may be modified per ASCS specifications except OEM manifolds must be maintained. OEM engine/transmission mounts must be maintained. OEM accessory drives must be maintained, except for removal of Air Conditioning Compressors and Supplemental A.I.R. pumps. Shorter drive belts and/or idler pulleys may be utilized. OEM overbore replacement pistons may be utilized. ABS brake systems must be disabled by disconnecting a front wheel speed sensor. An additional rear brake proportioning valve may be added. Factory fuel tanks may be utilized until Dec 31st 2009 unless specifically allowed. Roll cages in existing cars must meet or exceed 2003 TCS specifications. Newly constructed cars must meet ASCS roll cage requirements. A .060 in. thick SIR may be added to maintain performance parity within the class. Max. Tire Size: 275, Max. Wheel Size: 18 x 8.5.
GTO (2006) Restricted Prep.	109.8	2.97, 2.07, 1.43, 1.00, 0.84, 0.57			(F) 320 Vented Disc (R) 286 Vented Disc	3680	Cars shall be prepared to ASCS except that engines and transmissions/final drives must comply with TCS sections 9.1.10.D, 9.1.10.D.1, 9.1.10.D.4. Exhaust systems may be modified per ASCS specifications except OEM manifolds must be maintained. OEM engine/transmission mounts must be maintained. OEM accessory drives must be maintained, except for removal of Air Conditioning Compressors and Supplemental A.I.R. pumps. Shorter drive belts and/or idler pulleys may be utilized. OEM overbore replacement pistons may be utilized. ABS brake systems must be disabled by disconnecting a front wheel speed sensor. An additional rear brake proportioning valve may be added. Factory fuel tanks may be utilized until Dec 31st 2009 unless specifically allowed. Roll cages in existing cars must meet or exceed 2003 TCS specifications. Newly constructed cars must meet ASCS roll cage requirements. A .060 in. thick SIR may be added to maintain performance parity within the class. Max. Tire Size: 275, Max. Wheel Size: 18 x 8.5.

AS – August

1. Camaro & Firebird (82-92), p. 482, Effective 11/01/08, add to the specs as follows:
Notes: Edelbrock Cylinder Head Part #'s 608979, 608879
2. Camaro & Firebird (93-02), p. 482, Effective 11/01/08, add to the specs as follows:
Notes: Edelbrock Cylinder Head Part #'s 608979, 608879
3. Mustang Incl. Cobra & Cobra R (79-93), p. 482, Effective 11/01/08, add to the specs as follows: Notes: Edelbrock Cylinder Head Part #'s 602579, 602479
4. Mustang Incl. Cobra thru 95 (94-98), p. 482, Effective 11/01/08, add to the specs as follows: Notes: Edelbrock Cylinder Head Part #'s 602579, 602479
5. Mustang Incl. Cobra (99-04), p. 482, Effective 11/01/08, add to the specs as follows: Notes: Edelbrock Cylinder Head Part #'s 602579, 602479
6. Mustang GT (2005), p. 482, Effective 11/01/08, add to the specs as follows: Notes: Edelbrock Cylinder Head Part #'s 602579, 602479
7. Capri (79-86), p. 482, Effective 11/01/08, add to the specs as follows: Notes: Edelbrock Cylinder Head Part #'s 602579, 602479
8. GTO (04-06), p. 482, Effective 11/01/08, add to the specs as follows: Notes: Edelbrock Cylinder Head Part #'s 608979, 608879
9. As approved by the BoD in the January FasTrack; change section 9.1.6.F, p. 476-481, to read as follows: Exhaust Valve Size: 1.54" 1.55"

Showroom Stock – January

1. As approved by the BoD in this FasTrack; change section 9.1.7.E.28, p. 488, by deleting the section in its entirety: ~~Vehicles previously classified with performance kits may continue to compete with these kits. No new performance kits will be classified.~~
2. As approved by the BoD in this FasTrack; change the second paragraph of section 9.1.7.B, p. 484, by deleting the fifth sentence as follows: ~~Cars that are five (5) calendar years older than the current competition year shall not be eligible for positive competition adjustments.~~

SSB – January

1. BMW Z4 2.5L (03-05), p. 490, change the specs to read as follows: Weight(lbs): 3125. Delete the last two sentences of the Notes as follows: ~~Required ballast: 100 lbs. (Car/driver must meet minimum weight with the required ballast).~~
2. Mazda MX-5 (2007), p. 492, add the 08 model year, add to the specs as follows: Wheel Size(in) / Mat'l: 17 x 7, Trans Speeds: 3.82, 2.26, 1.64, 1.18, 1.00, 0.83, Weight(lbs): 2780, Notes: MS-R option permitted.
3. Pontiac Solstice (06-07), p. 493, add the 08 model year.

SSB – February

1. Mazda MX-5 (2006), p. 492, delete the spec line in its entirety.
2. Mazda MX-5 (07-08), p. 492, add the 06 model year.

SSB – March

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

SSB – April

1. Chevrolet Camaro V-6 (96-02), p. 491, add to the specs as follows: Notes: Z-28 rear sway bar – 19mm allowed.
2. Pontiac Firebird V-6 (96-02), p. 492, add to the specs as follows: Notes: Z-28 rear sway bar – 19mm allowed.

3. Toyota Celica GTS (00-05), p. 493, add to the specs as follows: Notes: TRD limited slip #41301-ST804 permitted.

SSB – May

1. Acura RSX Type-S (02-04), p. 490, add to the specs as follows: Notes: Factory limited slip from 06-08 Civic Si, P/N 41200-PNT-003, permitted.
2. Acura RSX Type-S (05-06), p. 490, add to the specs as follows: Notes: Factory limited slip from 06-08 Civic Si, P/N 41200-PNT-003, permitted.
3. Chevrolet Camaro V-6 (96-02), p. 491, add to the specs as follows: Notes: Z-28 front sway bar – 30mm allowed.
4. Mazda6 s, p. 492, add to the specs as follows: Wheel Size(in) / Mat'l: 18 x 7 Alum, Tire Size(stock): 215/45.
5. Mini Cooper S (02-04), p. 492, add to the specs as follows: Notes: Factory limited slip from 05-06 Cooper S permitted.
6. Pontiac Firebird V-6 (96-02), p. 492, add to the specs as follows: Notes: Z-28 front sway bar – 30mm allowed.

SSB - July

1. Chevrolet Camaro V-6 (96-02), p. 491, add to the specs as follows: Notes: GM 1LE front (#26032907 32mm) and rear (#10021221 21 mm) sway bar allowed.
2. Pontiac Firebird V-6 (96-02), p. 492, add to the specs as follows: Notes: GM 1LE front (#26032907 32mm) and rear (#10021221 21 mm) sway bar allowed.
3. Mazda MX-5 / Miata Sport (99-00), p. 491, add to the specs as follows: Notes: Spec Miata front and rear sway bar permitted. Rear sway bar must use middle hole.
4. Mazda MX-5 / Miata Sport (01-05), p. 492, add to the specs as follows: Notes: Spec Miata front and rear sway bar permitted. Rear sway bar must use middle hole.
5. BMW Z4 2.5L (03-05), p. 490, change the first sentence of the Notes to read as follows: Throttle restrictor between throttle body and plenum is mandatory: .06" flat steel plate with one (1) ~~54.0mm~~ 53.0 hole.

SSC – January

1. Classify the Chevrolet Cobalt Sport in SSC.
Add new spec line to SSCS, p. 494, Chevrolet Cobalt Sport (2008), Bore x Stroke(mm) / Displ.(cc): 88.0 x 98.0 / 2384, Wheelbase(mm): 2628, Track F&R(mm): 1492 / 1475, Wheel Size(in)/Mat'l: 17 x 7 Alum, Tire Size(stock): 205/50, Gear Ratios: 3.58, 2.02, 1.35, 0.98, 0.69, Final Drive: 3.84, Brakes(mm): (F)296 Vented Disc (R)270 Solid Disc, Weight(lbs): 3100.
2. Classify the Honda Accord Coupe LS-X (08) in SSC.
Add new spec line to SSCS, p. 495, Honda Accord LS-X (08), Bore x Stroke(mm) / Displ.(cc): 87.0 x 99.0 / 2354, Wheelbase(mm): 2741, Track F & R(mm): 1580 / 1580, Wheel Size(in) / Mat'l: 17 x 7.5 / Alum, Tire Size(stock): 225/50, Gear Ratios: 3.27, 1.78, 1.15, 0.87, 0.65, Final Drive: 4.39, Brakes(mm): (F)282 Vented Disc (R)282 Solid Disc, Weight(lbs): 3300.
3. Mazda3 s (04-07), p 495, add the 08 model year.
4. Classify the Pontiac G5 GT in SSC.
Add new spec line to SSCS, p. 496, Pontiac G5 GT (2008), Bore x Stroke(mm) / Displ.(cc): 88.0 x 98.0 / 2384, Wheelbase(mm): 2628, Track F&R(mm): 1492 / 1475, Wheel Size(in)/Mat'l: 17 x 7 Alum, Tire Size(stock): 205/50, Gear Ratios: 3.58, 2.02, 1.35, 0.98, 0.69, Final Drive: 3.84, Brakes(mm): (F)296 Vented Disc (R)270 Solid Disc, Weight(lbs): 3100.

SSC – February

1. Classify the Honda Civic Coupe in SSC.
Add new spec line to SSCS, p. 495, Honda Civic Coupe (96-00), Bore x Stroke(mm) / Displ.(cc): 75.0 x 90.0 / 1590, Wheelbase(mm): 2621, Track F&R(mm): 1476 / 1476, Wheel Size(in) / Mat'l: 14 x 4.5 Steel, Tire Size(stock): 185/65, Gear Ratios: 3.25, 1.90, 1.25, 0.91, 0.70, Final Drive: 4.25, Brakes(mm): (F)262 Vented Disc (R)201 Drum, Weight(lbs): 2500, Notes: Honda Motorsports performance package (#17D50-S02-C1) permitted. Performance

kit includes: Shocks (F): Koni #8042-1001, Shocks (R): Koni #8042-1002, Springs (F): Eibach Kit #9328.140, 350# rate, Springs (R): Eibach Kit #9328.140, 500# rate, Swaybar (R): Neuspeed #H43.22.72, 22mm, Camber: +/- 2° from service manual specs, Wheels: Enkei #ENK13214649SM, 14 x 6".

NOTE: This car was inadvertently omitted from the 07 & 08 GCR.

2. Toyota Corolla XRS (2005), p. 497, add to the specs as follows: Notes: Canton Accusump #24-026, install sandwich #24-700, valve #24-260, and related hoses and bracket allowed.

SSC – March

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

SSC – April

1. Chrysler Neon ACR SOHC (4 door) (01-02), p. 494, change the specs to read as follows: Weight(lbs): 2650.

SSC - July

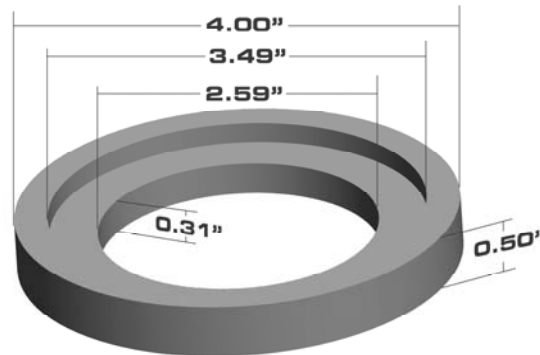
1. Saturn SC2 Coupe (97-00), p. 496, change the specs to read as follows: Weight(lbs): 2475.
2. Saturn SC2 Coupe (01-03), p. 497, change the specs to read as follows: Weight(lbs): 2300.
3. Honda Civic Si (02-03), p. 495, change the specs to read as follows: Weight(lbs): 2500.

Spec Miata – January

1. As approved by the BoD in this FasTrack; change the second paragraph of section 9.1.8.C.4.b, p. 505, to read as follows: 1999-up cars shall use the bump stops from the Mazdaspeed kit (p/n 0000-04-5993-AW) in conjunction with the 1999-up stock upper mount assembly consisting of the upper mount (p/n: NC10-28-340C), the upper mount bushing (p/n: NC10-28-776) and the upper mount washer (p/n: NC10-28-774), *and shock body spacer over the shock shaft (p/n 1234-56-789-AW)*. All other OEM upper mounting hardware shall be discarded. *1990-1997 cars may use the bump stops from the Mazdaspeed kit (p/n 0000-04-5993-AW) in conjunction with the 1999-up stock upper mount assembly consisting of the upper mount (p/n: NC10-28-340C), the lower mount bushing (p/n: NC10-28-776) and the upper mount washer (p/n: NC10-28-774). Non-OEM equivalents may be used in place of the upper mount, upper mount bushing, and upper mount washer only. No other modifications are allowed.*

Spec Miata – March

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



Spec Miata – May

1. Section 9.1.8.C.1.i, p. 503, the camshaft specs for the Spec Miata class have been updated. The updated specs, labeled revision #2 are required effective 5/1/08.
2. Correct the last paragraph of section 9.1.8.C.4.b, amended in TB 08-03, to read as follows: A *metal or delrin plastic* spacer as shown below may be added between the Mazda bump stop...

Spec Miata – June

1. Add a new section 4. to section 9.1.8.C.1.e, p. 503, to read as follows: *1999-05 Miatas with California emissions equipment may substitute the OEM CA exhaust manifold and catalytic converter with the Federal OEM exhaust manifold.*

SM – August

1. Mazda MX-5 / Miata (94-95), p. 509, change the specs to read as follows:
Weight(lbs): 2375
2. Mazda MX-5 / Miata (96-97), p. 509, change the specs to read as follows:
Weight(lbs): 2375

Sports Racing – June

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

CSR – January

1. Change section 9.1.9.G.13.a., b., c., p. 559, as follows:
 - ~~a. A competitor shall start the race on the same set of tires (meaning the original four) as used in a qualifying session for the race. The only exception is rain tires. It is the responsibility of the competitor to ensure their tires are marked appropriately for qualifying and race sessions. It is recommended that regions offer these services at a central location such as pre-grid or Tech.~~
 - ~~b. A change of tires during or between a qualifying and race session shall automatically result in all previous times being disallowed.~~
 - ~~c. If a tire is damaged during a qualifying session the competitor may replace that tire with a used tire upon approval of the Chief Steward. Should a tire be replaced for any reason, the competitor shall forfeit his grid position and start at the back of the grid.~~
 - a. A competitor shall start the race on tires used in a qualifying session for the race as identified by markings made on the tires by a race official. It is the responsibility of the competitor to ensure that his or her tires are appropriately marked prior to (e.g. on the*

- false grid), during, or immediately after (e.g. as the car leaves the track) a qualifying session.*
- b. For races with more than one qualifying session, a competitor shall start the race on any marked tires from any qualifying session for the race.*
 - c. If a competitor chooses to start the race on any tires that were not used in a qualifying session for the race and not appropriately marked, the competitor shall forfeit his or her grid position and start from the back of the grid. This forfeiture of grid position shall not apply if all qualifying sessions for the race were run under rain or wet conditions.*
 - d. A complete set of four (4) rain or wet track tires may be used at the competitor's discretion for any race. Rain tires may be in new or used condition and require no special marking if used as a complete set of four.*
2. Change section 9.1.9.G.15, p. 560, to read as follows: The car shall weigh 1350 ~~1365~~ lbs. minimum, including the driver.

CSR – March

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

CSR – May

1. Section 9.1.9.A.2.a. CSR Engine Table, p. 519, change line E. 4 cycle Motorcycle-based engines (1400cc) to read as follows: Max Displ.(cc): 1450.

CSR – June

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

Chassis shall be constructed to either of the following specifications:

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

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

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

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

CSR - July

1. Section 9.1.9.G.13 p.559 add to the section as follows: Hoosier R45, ~~or~~ R45A, or R45B (SCCA Labeled) Compound.

S2000 – February

1. Section 9.1.9.B.5.f, p. 527, change the section to read as follows: Pistons shall be standard Ford Mahle, AE Hepolite, CP, or J&E. Pistons must be unmodified in any way except for balancing and as detailed herein.
2. Section 9.1.9.B.5.f, p. 528, change section 4. and add a new section 5. to read as follows:
 4. *CP piston P/N IV 2.0 LTR with rings, pin, connecting rod (with bolts), but without bearings: Minimum permitted weight = 1240 grams. Part number and Ivey logo stamped on wrist pin bosses.*

5. JE piston P/N M-6102-B200 with rings, pin, connecting rod (with bolts), but without bearings: Minimum permitted weight = 1240grams.

NOTE: M-6102-B200 piston assembly is now made by JE and is visually different. I.D. Marks: M-6102-B200, Ford racing logo. All marks pin stamped on wrist pin bosses.

S2000 – May

1. Change section 9.1.9.B.5.ee, p. 531, to read as follows: Only modifications or additions specifically covered by these regulations are permitted. All engine components not covered by these regulations shall remain completely standard and unmodified. *When a system is specified to be “unrestricted” (e.g. paragraphs r and t), the restrictions of this paragraph do not apply.*

S2000 – June

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

Intake port maximum volume 70.0 cc.

Exhaust port maximum volume 52.0 cc.

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

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

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

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

SRF – March

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

Touring – January

1. As approved by the BoD in this FasTrack, change section 9.1.10.C.4.b, p. 567, by deleting the second sentence as follows: ~~Cars that are five (5) calendar years older than the current competition year shall not be eligible for positive competition adjustments.~~

T1 – January

1. Classify the Chevrolet Corvette Coupe (2008) in T1.
Add new spec line to TCS, p. 575, Chevrolet Corvette Coupe C6 (2008), Bore x Stroke(mm) / Displ.(cc): 103.26 x 92.0 / 6162, Wheelbase(mm): 2685, Wheel Size(in): (F)18 x 10 (R)19 x 11, Tire Size: (F)245/40 (R)285/35, or 315/35 max (F&R), Rear tires may protrude up to 1.0” with GM T1 Perf. Susp. pkg. Max. camber: (F) -3.5 (R) -2.5 with GM suspension pkg., Gear Ratios: 2.66, 1.78, 1.30, 1.00, 0.74, 0.50, or 2.97, 2.07, 1.43, 1.00, 0.71, 0.57, Final Drive: 3.42, Brakes(mm): (F)325/340 Vented Disc (R)305/330 Vented Disc, Weight(lbs): 3530, , Notes: C6 T1 Suspension kit and Z51 option allowed. Floor may be modified to facilitate installation of cage mounting plates. This max. tire supersedes TCS 9.1.10.D.7.b. Removable roof panel shall be installed. The following parts are allowed: Ron Davis Radiator, part #1-16CV0500, Fan shroud Phoenix part # 1005422, Canton Accusump part # CA24006 or #

CA24024, along with Electric solenoid W/ epc # CA24273, Accusump Check Valve # CA2428, and Wheel to Wheel Adapter block # 0760-50001, and related hoses and mounting brackets, GM trans. cooler part # 12480080 and B&M differential cooler part #70298, Doug Rippie Motorsports brake duct kit # 12-101, 180 degree thermostat Hypertech # 1015, Earls oil cooler part # 619 Setrab (19 row), HD oil pressure shim Phoenix part # 1005421, Brake duct holder kit Phoenix #C6BBDH001. Wrapping of tie-rod ends to shield heat is permitted. Trimming of the lower edge of the center of the air dam is allowed up to a depth of 3.9cm.

- Classify the Saleen Parnelli Jones Mustang in T1.
Add new spec line to TCS, p. 577, Saleen Parnelli Jones Mustang (2007), Bore x Stroke(mm) / Displ.(cc): 90.2 x 90.0 / 4601, Wheelbase(mm): 2720, Wheel Size(in): 18 x 9.5, Tire Size: 275/40, Gear Ratios: 3.38, 2.00, 1.32, 1.00, 0.68, Final Drive: 3.73, 4.10, 4.30, Brakes(mm): (F)355 Vented Disc (R)330 Vented Disc, Weight(lbs): 3560.
- Classify the Steeda Q335 Mustang in T1.
Add new spec line to TCS, p. 577, Steeda Q335 Mustang (2007), Bore x Stroke(mm) / Displ.(cc): 90.2 x 96.5 / 4931, Wheelbase(mm): 2720, Wheel Size(in): (F)19 x 9 (R)19 x 10, Tire Size: 285/35, Gear Ratios: 3.38, 2.00, 1.32, 1.00, 0.68, Final Drive: 3.73, Brakes(mm): (F)355 Vented Disc (R)300 Vented Disc, Weight(lbs): 3460.

T1 – May

- Ferrari 360 Modena & Challenge (00-02), p. 576, correct the Notes by deleting the second sentence as follows: ~~Rollage shall meet current T1 class specs.~~

Note: This is addressed in GCR section 9.4.G.8.

T1 – June

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

T1 - July

- Chevrolet Corvette C6 Coupe (05-07), p. 575, change the alternate thermostat part number listed in the Notes as follows: Lingenfelter Performance Engineering #L310055204 Hypertech #1015.
- Chevrolet Corvette (2008), classified in TB 08-01, **Effective on publication 6/20/08**, add to the specs as follows: Notes: Alternate GM oil pan #12630477 approved.

T2 – January

- Classify the Acura TL Type S (07-08) in T2.
Add new spec line to TCS, p. 578, Acura TL Type S (07-08), Bore x Stroke(mm) / Displ.(cc): 89.0 x 93.0 / 3471, Wheelbase(mm): 2740, Wheel Size(in): 17 x 8, Tire Size: 235/45, Gear Ratios: 3.93, 2.48, 1.70, 1.25, 0.98, 0.77, Final Drive: 3.29, Brakes(mm): (F)310 Vented Disc (R)282 Solid Disc, Weight(lbs): 3660.
- Classify the Chevrolet Cobalt SS in T2.
Add new spec line to TCS, p. 580, Chevrolet Cobalt SS (2008), Bore x Stroke(mm) / Displ.(cc): 85.3 x 86.1 / 1998, Wheelbase(mm): 2628, Wheel Size(in): 18 x 7.5, Tire Size: 225/40, Gear Ratios: 3.38, 1.76, 1.18, 0.89, 0.70, Final Drive: 3.82, Brakes(mm): (F)315 Vented Disc (R)292 Vented Disc, Weight(lbs): 3200.
- Classify the Chevrolet HHR SS in T2.
Add new spec line to TCS, p. 580, Chevrolet Cobalt SS (2008), Bore x Stroke(mm) / Displ.(cc): 85.3 x 86.1 / 1998, Wheelbase(mm): 2631, Wheel Size(in): 18 x 7.5, Tire Size: 225/45, Gear Ratios: 3.38, 1.76, 1.18, 0.89, 0.70, Final Drive: 4.05, Brakes(mm): (F)315 Vented Disc (R)270 Solid Disc, Weight(lbs): 3200.
- Lotus Elise (2005), p. 581, change the specs to read as follows: Weight(lbs): 2190.
- Lotus Exige (06-07), p. 581, change the specs to read as follows: Weight(lbs): 2190.
- Pontiac Solstice GXP (2007), p. 582, add the 08 model year, change the specs to read as follows: Weight(lbs): 3150.

T2 – February

- Dodge SRT-4 (03-05), p. 580, change the specs to read as follows: Wheel Size(in): 17 x 8.5 (F&R), Tire Size: 205/50 or 225/50.

T2 – March

- BMW 335Ci (2007), p. 579, **Effective 4/1/08**, add to the specs as follows: (2) 29.5mm Turbo Inlet Restrictors required.

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

T2 – April

1. Mitsubishi Lancer Evo 8/9/RS/GSR/MR (03-06), p. 581, add to the specs as follows: Notes: AMS front and rear springs part #AMS-SCCA01 permitted.

T2 – May

1. Chevrolet Cobalt SS (2008), classified in TB 08-01, add to the specs as follows: Weight(lbs): 3050, Notes: 39mm Turbo Inlet Restrictor required.
2. Chevrolet HHR SS (2008), classified in TB 08-01, add to the specs as follows: Weight(lbs): 3050, Notes: 39mm Turbo Inlet Restrictor required.
3. Ford Mustang Coupe GT & Shelby GT (05-07), p. 580, add the 08 model year.

T2 – June

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

T2 - July

1. Acura TL Type S, (07-08), classified in TB 08-01, add to the specs as follows: Notes: H&R front springs #180-60-180, rear springs #120-60-320, and rear sway bar Progressive Technology #62.0110 allowed.
2. Chevrolet Cobalt SS (2008), classified in TB 08-01, change the specs as follows: Notes: ~~39mm~~ 38mm Turbo Inlet Restrictor required.
3. Chevrolet HHR SS (2008), classified in TB 08-01, add to the specs as follows: Weight(lbs): 3050, Notes: ~~39mm~~ 38mm Turbo Inlet Restrictor required.
4. Pontiac Solstice GXP (07-08), p. 582, change the last sentence of the Notes as follows: ~~39mm~~ 38mm Turbo inlet Restrictor required.
5. Porsche Boxster S (00-03), p. 582, change the specs to read as follows: Weight(lbs): 2880.
6. Subaru Impreza WRX STi (03-06), p. 582, add to the specs as follows: Notes: AMS front and rear springs #AMS-SCCA01 allowed.

T2 – August

1. Subaru Impreza WRX STi (03-06), p. 582, correct the specs as follows: Notes: AMS front and rear springs ~~#AMS-SCCA01~~ #AMS-SCCA-STiST1 allowed.

T3 – January

1. Chevrolet Cobalt SS (05-07), p. 583, change the Notes to read as follows: The following GM parts are allowed: front springs part # CCS635, rear springs # CCS639, front control arms # CCS636 and CCS637, ~~aftercooler radiator and pump # CCS640 and CCS642, pulley # 47803229,~~ shrouding kit # CCS644. Griffin radiator # 9D-18194-01 allowed. ~~Fuel injectors offered with alt. pulley not allowed, stock injectors must be utilized.~~
2. Honda S2000 (00-07), p. 583, add to the specs as follows: Tire Size: (R)245/40.
3. Classify the Honda S2000 CR in T3.
Add new spec line to TCS, p. 583, Honda S2000 CR (2008), Bore x Stroke(mm) / Displ.(cc): 87.0 x 90.7 / 2157, Wheelbase(mm): 2400, Wheel Size(in): (F)17 x 7 (R)17 x 8.5, Tire Size: (F)215/45 (R)255/40, Gear Ratios: 3.13, 2.05, 1.48, 1.16, 0.94, 0.76, Final Drive: 4.10, Brakes(mm): (F)300 Vented Disc (R)283 Solid Disc, Weight(lbs): 3020.
4. Lexus IS300 (2005), p. 583, add the 02-04 model years.
5. Mazda RX-8 (04-07), p. 584, add the 08 model year, correct the radiator part number listed in the Notes as follows: #0000-01-8501.

6. Mini Cooper S (02-07), p. 584, correct the specs by changing the model years to (02-06).
7. Classify the Mini Cooper S in T3.
Add new spec line to TCS, p. 584, Mini Cooper S (07-08), Bore x Stroke(mm) / Displ.(cc): 77.0 x 85.8 / 1598, Wheelbase(mm): 2467, Wheel Size(in): 16 x 6.5, Tire Size: 195/55, Gear Ratios: 3.31, 2.13, 1.48, 1.14, 0.95, 0.82, Final Drive: 3.65, Brakes(mm): (F)294 Vented Disc (R)259 Solid Disc, Weight(lbs): 2830.
8. Saturn Ion Redline (04-07), p. 584, change the Notes to read as follows: The following GM parts are allowed: front springs part # CCS635, rear springs # CCS639, front control arms # CCS636 and CCS637, ~~aftercooler radiator and pump # CCS640 and CCS642, pulley # 17803229~~, shrouding kit # CCS644. Griffin radiator # 9D-18194-01 allowed. ~~Fuel injectors offered with alt. pulley not allowed, stock injectors must be utilized.~~
9. Subaru Legacy GT Sedan/Wagon (04-06), p. 584, add the 07-08 model years.
10. Classify the Volkswagen GTI in T3.
Add new spec line to TCS, p. 585, Volkswagen GTI (06-08), Bore x Stroke(mm) / Displ.(cc): 82.5 x 92.8 / 1984, Wheelbase(mm): 2578, Wheel Size(in): 17 x 7, Tire Size: 225/45, Gear Ratios: DSG Trans: 3.46, 2.15, 1.46, 1.08, 1.10, 0.92, Final Drive: 4.10 – 3.14, Brakes(mm): (F)312 Vented Disc (R)286 Solid Disc, Weight(lbs): 3280, Notes: Restrictor TBD.

T3 – March

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

T3 – April

1. Honda S2000 (00-07), p. 583, correct the specs to read as follows: Tire Size: 275/40 (R) max.
2. Volkswagen GTI, classified in TB 08-01, add to the specs as follows: Weight(lbs): non-DSG trans @ 3210, Gear Ratios: 3.36, 2.09, 1.47, 1.10, 1.11, 0.93, Final Drive: 4.0 – 3.09.

T3 – May

1. Honda S2000 (00-07), p. 583, correct the specs to read as follows: Gear Ratios: 3.13, 2.05, 1.48, 1.16, 0.97, 0.81, or 3.13, 2.05, 1.48, 1.16, 0.94, 0.76.
2. Mazda Mazdaspeed Miata (04-05), p. 584, add to the specs as follows: Notes: Canton Accusump #24-026, Flex-a-lite install sandwich #3965, and related hoses, valve, and bracket allowed.

T3 – June

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

T3 - July

1. Subaru WRX TR (06-07), p. 585, add to the specs as follows: Notes: Koyo Radiator #KOY-R2704, Mocal oil sandwich plate #OTSP1M18X, and Earl's oil cooler #22510ERL allowed. AMS front and rear springs #AMS-SCCA01 allowed.

ST – January

1. Classify the Aston Martin V8 Vantage N24 in ST.
Add new spec line to TCS, p. 586, Aston Martin V8 Vantage N24 (2007), Bore x Stroke(mm) / Displ.(cc): 89.0 x 86.0 / 4280, Wheelbase(mm): 2600, Wheel Size(in): (F)18 x 10 (R)18 x 11, Tire Size: (F)250/50 (R)280/50, Gear Ratios: 3.15, 1.95, 1.22, 1.15, 0.94, 0.76, Final Drive: 3.91, Brakes(mm): 355 Vented Disc (R)330 Vented Disc, Weight(lbs): 2950.
2. Chevrolet Corvette C6 Z06 (06-07), p. 586, add the 08 model year.
3. Classify the Lotus Sport Exige Cup 255 in ST.
Add new spec line to TCS, p. 586, Lotus Sport Exige Cup 255 (2007), Bore x Stroke(mm) / Displ.(cc): 82.0 x 85.0 / 1796, Wheelbase(mm): 2300, Wheel Size(in): (F)16 x 6.5 (R)17 x 7.5,

Tire Size: (F)195/50 (R)225/45, Gear Ratios: 3.12, 2.05, 1.48, 1.17, 0.92, 0.82, Brakes(mm):
(F)308 Vented Disc (R)288 Vented Disc, Weight(lbs): 1800.

ST – February

1. Chevrolet Corvette C6 Z06 (06-08), p. 586, add to the specs as follows: Notes: Alternate GM dry sump tank #12611803 allowed.

ST – April

1. Lotus Sport Exige Cup 255 (2007), classified in TB 08-01, correct the specs to read as follows: Wheel Size(in): (F)16 x 7 (R)17 x 8.

ST - July

1. Chevrolet Corvette C6 Z06 (06-07), p. 586, **Effective on publication 6/20/08**, add to the specs as follows: Notes: Alternate GM oil pan #12611803 approved.