

CLUB RACING BOARD MINUTES

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

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

In addition to those items covered in Technical Bulletin 08-06, the following decisions were made:

PROPOSED RULE CHANGES OR CAR RECLASSIFICATIONS

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Club Racing Board. Comments may be e-mailed to crb@scca.com.

GCR

Item 1. Effective 11/1/08: Add subsection C and D to section 3.1.2 as follows:

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

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

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

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

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

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

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

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

Formula

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

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

Grand Touring

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

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

Improved Touring

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

Production

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

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

American Sedan

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

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

Showroom Stock

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

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

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

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

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

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

Touring

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

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

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

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

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

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

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

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

RECOMMENDATIONS TO THE BoD

None

MEMBER ADVISORIES

None

NEW CAR CLASSIFICATIONS

GT1 – Ford Mustang bodywork (05-08)

GTL – Honda Civic bodywork (96-06)

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

ITA – Dodge Neon RT & ACR (01-03)

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

ITB – Mazda Protégé ES (99-00)

T1 – Ferrari 355 Berlinetta (1995)

T2 – Subaru WRX STI (2007)

T3 – Subaru WRX TR (2007)

REFERRED or TABLED

GCR

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

Formula/Sports Racer

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

Improved Touring

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

Production

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

Touring/Showroom Stock

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

NOT RECOMMENDED

GCR

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

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

Formula/Sports Racer

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

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

Grand Touring

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

Improved Touring

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

Prepared

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

Production

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

American Sedan

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

Touring/Showroom Stock

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

Spec Miata

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

Previously Addressed

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

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

No Action Required

GCR

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

Formula/Sports Racer

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

Grand Touring

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

Improved Touring

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

Prepared

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

Production

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

Touring/Showroom Stock

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

Resumes

None

CLUB RACING TECHNICAL BULLETIN

DATE: April 19-20 & May 6, 2008

NUMBER: TB 08-06

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

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

GCR

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

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

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

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

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

First Court \$125
Appeals Court \$175.

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

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 .090
	1.625 x 0.080
2700 lbs and up	1.750 x .095
	1.625 x .120

Formula

FA

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

FC

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

Intake port maximum volume 70.0 cc.

Exhaust port maximum volume 52.0 cc.

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

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

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

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

2. As approved by the BoD in the May FasTrack, effective 4/20/08, Change the last sentence of section 9.1.1.B.4.a as follows: ~~Camshaft timing is unrestricted.~~ Required camshaft timings are as follows:

Intake centerline 116-117 degrees ATDC

Exhaust centerline 106-107 degrees BTDC

FB

1. As approved by the BoD in the May FasTrack, effective 4/20/08, change section 9.1.1.H.2.E as follows: Brackets for mounting components, such as the engine, transmission, suspension pickups, instruments, clutch and brake components, and body panels may be ~~nonferrous~~ ferrous, aluminum alloy, or magnesium alloy of any shape, and fastened to the frame in any manner.
2. As approved by the BoD in the May FasTrack, effective 4/20/08, change section 9.1.1.H.9.A as follows: All suspension components shall be of steel or ferrous material, except that hubs, hub adapters, hub carriers, bell cranks, pivot blocks, bearings and bushings, spring caps, abutment nuts, anti-roll bar links, shock absorber caps, and nuts may be aluminum alloy or magnesium alloy.

Grand Touring

GT1

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

GT2

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

GT3

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

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

GTL

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

Improved Touring

ITA

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

ITB

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

Production

EP

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

FP

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

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

GP

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

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

HP

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

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

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

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

American Sedan

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

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

AS	Wheel-base (inch)	Gear Ratios (Std.)	Gear Ratios (alt.)	Gear Ratios (alt.)	Brakes (Max) (in/mm)	Weight (lbs)	Notes:
Camaro & Firebird (98-02) Restricted Prep.	101.1	2.66, 1.78, 1.30, 1.00, 0.74			12.2 x 1.25 Disc	3680	Cars shall be prepared to ASCS except that engines and transmissions/final drives must comply with TCS sections 9.1.10.D, 9.1.10.D.1, 9.1.10.D.4. Exhaust systems may be modified per ASCS specifications except OEM manifolds must be maintained. OEM engine/transmission mounts must be maintained. OEM accessory drives must be maintained, except for removal of Air Conditioning Compressors and Supplemental A.I.R. pumps. Shorter drive belts and/or idler pulleys may be utilized. OEM overbore replacement pistons may be utilized. ABS brake systems must be disabled by disconnecting a front wheel speed sensor. An additional rear brake proportioning valve may be added. Factory fuel tanks may be utilized until Dec 31st 2009 unless specifically allowed. Roll cages in existing cars must meet or exceed 2003 TCS specifications. Newly constructed cars must meet ASCS roll cage requirements. A .060 in. thick SIR may be added to maintain performance parity within the class. Max. Tire Size: 275, Max. Wheel Size: 16 x 8.
Mustang Incl. Cobra & Cobra R (79-93)	100.4	3.07, 1.72, 1.00, 0.70	2.95, 1.94, 1.34, 1.00, 0.63	3.35, 1.99, 1.33, 1.00, 0.68	12.2 x 1.25 Disc	3080 Over 313 CID 3580	Permitted: Rear disc brake kit (M-2300-C) and/or 5-lug kit (M-2300-F). Engine built to A/S Build Sheet specifications with the following: Head Casting #'s: F3ZE-AA (GT40), F1ZE-AA (GT-40), F7E-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), F7E-AA (GT-40P) Port Volume (Max.): 143.00cc IN/54.00cc EX (GT-40 & GT-40P) Fiberglass hoods, including cowl hoods up to 3 " may be used. Otherwise, the external profile of the hood shall remain stock. Ram air openings and rear openings must be blocked off to prevent passage of air.
Mustang Cobra (94-95) Restricted Prep.	101.3	3.35, 1.99, 1.33, 1.00, 0.68			(F) 330 Vented Disc (R) 296 Vented Disc	3580	Cars shall be prepared to ASCS except that engines and transmissions/final drives must comply with TCS sections 9.1.10.D, 9.1.10.D.1, 9.1.10.D.4. Exhaust systems may be modified per ASCS specifications except OEM manifolds must be maintained. OEM engine/transmission mounts must be maintained. OEM accessory drives must be maintained, except for removal of Air Conditioning Compressors and Supplemental A.I.R. pumps. Shorter drive belts and/or idler pulleys may be utilized. OEM overbore replacement pistons may be utilized. ABS brake systems must be disabled by disconnecting a front wheel speed sensor. An additional rear brake proportioning valve may be added. Factory fuel tanks may be utilized until Dec 31st 2009 unless specifically allowed. Roll cages in existing cars must meet or exceed 2003 TCS specifications. Newly constructed cars must meet ASCS roll cage requirements. A .060 in. thick SIR may be added to maintain performance parity within the class. Max. Tire Size: 275, Max. Wheel Size: 17 x 9.
Mustang Cobra R (1995) Restricted Prep.	101.3	3.27, 1.98, 1.34, 1.00, 0.68			(F) 330 Vented Disc (R) 296 Vented Disc	3680	Cars shall be prepared to ASCS except that engines and transmissions/final drives must comply with TCS sections 9.1.10.D, 9.1.10.D.1, 9.1.10.D.4. Exhaust systems may be modified per ASCS specifications except OEM manifolds must be maintained. OEM engine/transmission mounts must be maintained. OEM accessory drives must be maintained, except for removal of Air Conditioning Compressors and Supplemental A.I.R. pumps. Shorter drive belts and/or idler pulleys may be utilized. OEM overbore replacement pistons may be utilized. ABS brake systems must be disabled by disconnecting a front wheel speed sensor. An additional rear brake proportioning valve may be added. Factory fuel tanks may be utilized until Dec 31st 2009 unless specifically allowed. Roll cages in existing cars must meet or exceed 2003 TCS specifications. Newly constructed cars must meet ASCS roll cage requirements. A .060 in. thick SIR may be added to maintain performance parity within the class. Max. Tire Size: 275, Max. Wheel Size: (F)17 x 9 (R)17x10.

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

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

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

Spec Miata

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

Sports Racing

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

CSR

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

Chassis shall be constructed to either of the following specifications:

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

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

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

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

S2000

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

Intake port maximum volume 70.0 cc.

Exhaust port maximum volume 52.0 cc.

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

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

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

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

Touring

T1

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

T2

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

T3

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