

# CLUB RACING BOARD

CLUB RACING BOARD MINUTES | Feb. 2, 2010

The Club Racing Board met by teleconference on February 2, 2010. Participating were Bob Dowie, Chairman; Chris Albin, Fred Clark, Jim Drago, Dave Gomberg, Tom Start, and Jim Wheeler. Also participating were Marcus Meredith and John Sheridan, BoD liaisons; Terry Ozment, Vice President of Club Racing; Kevin Yaghoubi, Technical Coordinator Club Racing. In addition to those items covered in Technical Bulletin 10-03, the following decisions were made:

## SUGGESTED RULES FOR NEXT YEAR

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. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged. Please send your comments via the form at <http://www.crbscca.com/>

### **GCR**

#### **Item 1.**

#424 (CRB Item) 5.1.2 Appointment

Replace the existing 5.1.2.B with the following to reflect current practice:

#### **" B. SCCA National, Regional, and Restricted Events**

*The Division's Executive Steward appoints all event Stewards, and the Chairman of the Stewards Program approves the Chief Steward for a National Race. The organizer conducting the event appoints all other officials, subject to approval by the Executive Steward.* "

#### **Item 2.**

#425 (Club Racing Board Item) GCR Rewrite Items for Member Input 5.9.3 Impound

Replace 5.9.3.D as follows to reflect current practice: D. Impound Waiver Before his race, a competitor may request a waiver for post-race impound at a Regional event from the Chief Steward. The competitor will not be eligible to earn event points.

#### **Item 3.**

#423 (Club Racing Board) Modify 3.3 Sanctioning Race Events

The intent of this change is to allow organizations or individuals acting on their behalf, such as Divisions, to sanction events. Effective 1/1/11, replace 3.3.B "Organizers of SCCA sanctioned races may be the SCCA or one or more SCCA Regions." with "Organizers of SCCA sanctioned races may be the SCCA, one or more SCCA Regions, or individuals or groups acting on behalf of the SCCA or the Regions."

#### **Item 4.**

(Multiple letters) Replace prior proposed rule for rain lights in Production

In response to member input, the CRB withdraws the recommended Production category rule change regarding rain lights ( requested in letter #408) and recommends the following in its place.

In 9.3.32, add the following sentence to the end of the first paragraph: "An optional tail light ("rain light"), as described above, may be added to cars in all other classes."

## CAR RECLASSIFICATIONS

None

## WHAT DO YOU THINK?

### **FF**

#260 (Thomas Valet) Proposal for a controlled tire in FF

In preparation for responding to a request for a controlled or "spec" tire in FF, the CRB requests input in the form of answers to the following questions:

1. Is there a need for a spec tire in FF? a. Yes b. No
2. Should the number of new tires used during a race event be limited? a. Yes b. No
3. If a Spec tire was adopted, should there be a single manufacturer? a. Yes b. No
4. If a Spec tire was adopted, should it be awarded to a manufacturer who routinely services both national and regional races, thereby having the means to provide service to all FF competitors? a. Yes b. No
5. Would you still be in favor of a spec tire if it lead to the discontinuation of FF tires by the manufacturers that are not selected? a. Yes b. No
6. Given that a spec tire will be slower than tires presently permitted in FF, how much time on a 1:30 second race track would you be willing to sacrifice? a. 1 second  
b. 3 seconds c. 5 seconds d. Time is irrelevant
7. What do you consider a "reasonable" drop in performance between heat cycles?  
a. Less than 0.2 seconds b. Less than 0.5 seconds c. Less than 0.75 seconds

8. If a spec tire was adopted, should the time period of the contract be limited to:
  - a. 1 year b. 2 years c. 3 years d. 4 years e. Indefinitely
9. In the event of a wet race, should tires be? a. Free b. Allow rain tires only if it is a declared rain race? c. Use a spec rain tire.
10. Should hand grooving be allowed? a. Yes b. No
11. Do you oppose tire doping? a. Yes b. No
12. If tire doping is not prohibited, would you use such products? a. Yes b. No
13. What is the price point the spec tire should achieve?
  - a. \$ 550/set b. \$600/set c. \$700/set
14. What number of heat cycles is reasonable (not necessarily wished for)?
  - a. 10 b. 12 c. 15 d. 18
15. If a replacement tire is required, should the competitor be required to forfeit previously timed laps? a. Yes b. No
16. Would you prefer that all manufacturer incentives be applied toward tire costs?
  - a. Yes b. No
17. How many competitive miles do you presently realize? a. Per year? b. Per set of tires?
18. How many sets of tires did you purchase in 2009? \_\_\_\_\_
19. How many races did you run in 2009? a. National \_\_\_\_ b. Regional \_\_\_\_ c. Runoffs \_\_\_\_
20. If a spec tire is introduced, how many additional races will you run per year?.
  - a. More races b. Fewer races c. No change

## IT

#164 (Tom Hoppe) Allow alternate motor mounts

The CRB requests member input on whether to allow alternate engine mounts (in addition to the existing permitted stay rod) to positively locate engines. The following wording is proposed: "Engine mounts of alternate design and/or material may be used, but there can be no change to the engine's fore, aft or vertical location. Engine mounts must attach to the engine and the chassis in their stock locations."

## **MEMBER ADVISORIES**

### **Specification Changes – What and When**

To make the differences between rules changes and other changes to the GCR easier to understand, the CRB offers the following explanation. Rules changes and car reclassifications must be approved by the BoD after a minimum comment period of 30 days. Rules changes (with the exception of some safety items) become effective January 1 of the year following their adoption. Technical Bulletin (TB) items do not require BoD approval and usually become effective the first of the month of the TB date.

TB items include: clarifications of rules (where the original wording may not have made the intent clear), corrections of errors and omissions, designation of parts that replace those that are no longer available or are in very short supply, new car classifications and specification changes (often, but not always, as competition adjustments). Most of these are easily understood. However, members sometimes have trouble distinguishing a rules change and a specification change. Specification changes are mostly limited to weight, intake restrictor sizes, and wheel and tire sizes, but they may sometimes include compression ratio, valve lift, suspension control and braking system component allowances. The CRB makes specification changes for the purpose of competition adjustments throughout the beginning of the year as necessary. The CRB tries to make the last competition adjustments after the June Sprints (because of publication deadlines, these will appear in the August Fastrack).

### **Formula F**

Members of the Formula F Community:

The choice of restrictor size for the Honda FIT engine now allowed in FF is in the March Tech Bulletin below. It's understandable that some members who are planning to convert to the FIT engine may feel the restrictor size is too conservative. I'd like to take a minute and explain some of the thinking behind our decision, as well as discuss the plan going forward.

Since this plan was originally announced the CRB has been clear that this new engine would be introduced without upsetting the current status of the FF class. The CRB was clear that the engine would be brought in slightly below a good national Kent engine. The challenge of establishing what a good national engine is was part of the dilemma and, in a class where one or two horsepower is important, what constitutes "slightly below". I believe we established a good idea of the horsepower range that national competitors considered acceptable, and we went to work on the slightly below aspect.

I'll repeat here how important it is to the CRB that we hold up our end of the deal on not upsetting this class. With that in mind, we tried to look at all factors. From the beginning we didn't support the idea of a sealed engine; we just didn't see that as part of this class and still feel that way. But the same allowance that permits the owner to repair the engine opens the door for folks to optimize the engine looking for that last bit of performance. We can debate all day on the increases that may be found. With this tight rule set and modern manufacturing processes, there may not be much to be had. But we just don't know at this point. The other big unknown is any increase we may see in drivability over the Kent; we have all seen the feedback from test drivers

at the June Sprints who reported similar characteristics to the Kent but again we just won't know until the cars are on track and driven in a competitive situation.

I hope the racers that were planning to convert continue on that path; the FIT package retains all the positive aspects that made it attractive. And I can assure you that if on track data shows we were overly conservative with the restrictor size, quick action will be taken. The entire range of restrictors has been tested so we know exactly what to expect as changes are made. We have confidence that the package can accept different restrictors with no additional tuning necessary.

The HPD folks have been very cooperative with us as we work through this challenge. I'd like thank them as well the FF engine builders that worked with us on this important project.

Bob Dowie, CRB Chairman

### **Spec Miata**

In addition to the clarification of 9.1.8.C.p.1 in TB 10-03, the CRB views any visually apparent ECU modifications to be in violation of this rule. Regardless of source, anyone with an ECU that is in any way questionable in this regard is advised to replace it.

### **NOT APPROVED BY THE CRB**

#### **GCR**

1. #144 (John Skerk ) Runoffs participation rules suggestion  
The writer requested requiring drivers in T and SS to run a required percentage of races in the car they take to the Runoffs. Drivers, not cars, are invited to the Runoffs.
2. #151 (Rick Haynes ) Make all CRB/Committee communication public  
The CRB is attempting to make decisions more transparent to the membership. However, there are issues of personal privacy and confidentiality of information provided to us that preclude us from making some information public. Further, formal minutes are not kept by the advisory committees; in most cases, only their recommended actions are recorded. The same is true for CRB meetings. In neither case is any attempt made to record or transcribe discussions.
3. #171 (George Harper) Require hinged tow eyes  
The part of 9.3.48 about towing eyes that includes "that does not dangerously protrude from the bodywork when the car is racing" is sufficient to deal with the problem described. It allows a Chief Steward's Action or a Request for Action to be filed as a result of a tech inspector's finding that a towing eye could cause damage to another vehicle.

#### **Formula**

1. FC – #412 (Nathan Ulrich) Allow non structural suspension fairings  
The rules are adequate as written. The allowance of this suggested change could create the possibility of unintended aerodynamic effects.

#### **Grand Touring**

1. GT3 – #363 (Steve Spiers) Reinstate Nissan L series weights  
Part of the weight increase from 2009 to 2010 is the 3% overall class adjustment. The engine classification and resulting weight is consistent with the target horsepower for GT3. See the December Fastrack, page 45, for an explanation of how GT3 weights were set for 2010.
2. GTL – #420 (Chris Kopley) Reduce the Weight of the Austin Mini 03  
The CRB is committed to not making weight adjustments because of the characteristics of a specific track. We make adjustments based on overall track performance across all tracks. In GT particularly, we are taking an engine displacement and architecture approach to setting weights. (See the December Fastrack, page 45, for how this was done in GT3. GT2 and GTL will be subjected to review this year in a similar way for implementation in 2011.)
3. GTL – #467 (Michael Fazzi) Increase performance for unrestricted cars  
See letter #420.
4. GTL – #483 (Larry Svaton) Classify the EP Caterham in GTL  
Engine displacement is too large for the class.
5. GTL – #549 (Peter Zekert) Classify GA18DE Nissan Engine in GTL  
This engine has never been sold in a US automobile.

6. GTL – #552 (Ted Phenix) 2V GTL Weight Reduction; alternate head; rear suspension  
Item 1: See letter #420. Item 2: The cylinder head requested was never produced for a US automobile; it is a one-off racing head that does not fit the class philosophy. Additionally, using that head would require raising nearly the entire hood of the car. Item 3: The rear suspension rules are adequate as written for the class.

#### **Production**

1. EP – #581 (Kevin Yaghoubi) Classify the Tiger R6  
This car did not meet the required production quantity of 3000 units in a single year.
2. HP – #505 (Bob Kelly) Increase Scirocco valve size  
The valve size listed in the GCR is correct according to the factory service manual.

#### **Sports Racing**

1. #322 (Multiple) DSR minimum weight inputs  
The DSR weight rules are adequate as written. Most of the new generation DSRs (produced since about 2005) were not constructed with light weight as a design objective. Raising the weight for the class would be a disservice to competitors who have previously or currently designed with light weight as an objective.

#### **Touring/Showroom Stock**

1. T1 – #573 (Chris Ingle) Reduce the weight of the LS3 to 3350!!!!  
Changes have been made to cars in the class. We will monitor results.
2. T3 – #527 (Aaron Stehly) Allow factory VW suspension upgrade for the GTI  
The car is competitive as classed.
3. T3 – #542 (Don Istook) Reduce weight and restrictor size of VW GTI  
The car is competitive as classed.

#### **PREVIOUSLY ADDRESSED**

1. GCRF – #575 (David Kentala) Licensing Requirement  
Corrected February Fastrack.
2. GTL – #493 (Noel Hayward) Reduce recent penalty on MG  
Previously addressed - see February Fastrack.

#### **NO ACTION REQUIRED**

##### **GCR**

1. #262 (Jerald Fonger) Question on roll cage sleeving 9.4.7.  
Sleeving or butt welding roll cage members is not permitted.
2. #479 (Mac Spikes) Classify a Miata with Chevrolet LS1 engine anywhere  
This car is eligible to run in SPO.
3. #538 (James Rogerson) HANS device interferes with head rest  
The head rest should be modified (moved, reshaped, etc.) to accommodate the use of your head and neck restraint.

##### **Formula**

1. F500 – #500 (Glenn Hople) Homologation Form and other corrections  
Thank you for your input. On your first two items, the homologation forms will be corrected to reflect the new fuel rules. The third item was corrected in the February Fastrack. The location of the list of approved fuel cell manufacturers is also in the February Fastrack.

##### **Production**

1. P – #495 (Kevin Dennis) Opposes alternate connecting rods  
Thank you for your input.
2. P – #506 (Bob Kelly) Opposes Dry Sumps  
Thank you for your input.
3. P – #507 (Bob Kelly) Supports alternate connecting rods  
Thank you for your input.

4. HP – #508 (Bob Kelly) Brake disk input - retain stock sizes  
Thank you for your input.

**American Sedan**

1. #466 (Robert Johns Jr) Supports unrestricted engine mounts  
Thank you for your input. This is still under consideration.
2. #473 (Theodore Warning) Opposes unrestricted engine mounts  
Thank you for your input. This is still under consideration.
3. #474 (Theodore Warning) Create ASGT Sub-Class  
Thank you for your input. Divisions and individual regions may create special/restricted classes. See GCR 9.1.C.1.

**RESUMES**

- #375 (William Trainer) Advisory committee resume  
Thank you for your resume. It will be kept on file.

# CLUB RACING TECHNICAL BULLETIN

**DATE:** January 20, 2010

**NUMBER:** TB 10-02

**FROM:** Club Racing Board

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

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

All changes are effective 3/1/10 unless otherwise noted.

## GCR

1. #416 (Bruce Foss) Make minimum speed rating for DOT tires consistent  
Change 9.3.45 as follows (and note corresponding changes in IT, ST, AS, SS, T and SM):

### 9.3.45. TIRES

Tires shall be ~~420~~ 124 mph ("U") rated or better unless otherwise specified or controlled.

*In the Improved Touring, Super Touring, American Sedan, Showroom Stock, Spec Miata and Touring categories, only DOT approved tires are permitted. Racing, recapped, or re-grooved tires are not allowed. Tire size is unrestricted unless otherwise stated. The only modifications allowed to tires are having treads "shaved" or "trued."*

2. #610 (Richard Henschel) Cage rule clarifications  
In 9.3.19.F, add after: "The minimum acceptable bolts used in the mounting of all belts and harnesses is SAE Grade 5" the following: "; hardware without grade markings is not acceptable." In 9.3.19.F, add the following sentence: "Holes in the roll cage to accommodate the installation of the harness must be bushed and welded completely."
3. #612 (Rick Henschel) Driver Restraints  
In 9.3.19.H, add: "If no manufacturer instructions are given, use the method shown in Figure 2."



Figure 2

4. #660 (CRB Letter) Errors and Omissions 5.7.2  
In 5.7.2, second paragraph, add to the end of the first sentence: ", as approved by the Division Executive Steward."

## Formula

### FA

1. #491 (CRB Letter) FA 016 engine displacement increase request  
In 9.1.1.A, Table 2, Swift 016, NOTES: change the maximum displacement from 2261cc to 2266 cc.

### FE

1. #605 (Erik Skirmants) Alternate FE Shifter Actuation (resubmission of)  
In 9.1.1.J.7.b, delete existing subsection 9, and replace subsection 7 as follows:

*"7. Any mechanical device may be used between the shift lever and the transmission barrel to provide the required actuation. No electronic or pneumatic devices are allowed. Gear position indicators are allowed."*

### FF

1. #659 (CRB Letter) Final FIT spec additions

In 9.1.1.D.3.g.6, add "mm" to each dimension.

In 9.1.1.D.3.k.5, change "The Honda Fit engine is required to have an HPD supplied air inlet restrictor of specified internal diameter and thickness correctly installed within the intake system." to "*The Honda Fit engine is required to have an HPD supplied air inlet restrictor with internal diameter of 27.5mm and thickness of 3.175mm (0.125 inches) correctly installed within the intake system.*"

Delete "[The final mandated size of the restrictor will be determined once the final production engine is complete and power verified at Quicksilver RacEngines]."

In 9.1.1.3.D.m.1, add to the end of the first sentence: ", HPD part #18150-F21S-A200 or #181850-F21S-B200."

Change 9.1.1.D.3.m.3 from "The Lambda sensor placement must be within XX mm +/- XXmm of the manifold cast parting line." to "*The Lambda sensor may be placed anywhere in the exhaust system after the required exhaust manifold.*"

In 9.1.1.D.3.p.5, add at the end of the first sentence: “ or HPD part #3100-F21S-A200.”

**FV**

- #321 (Bruce Fuchiwaki) FV Spindle and carrier  
In 9.1.1.C.3, add a new section: “11. Alternate spindle from cip1.com part number C26-412-020 and alternate spindle carrier C26-412-025 are allowed.”

**Grand Touring**

**GT1**

- #159 (Jeff Bailey) Allow graphic reproduction tail lights for Five Star Bodies  
In 9.1.2.D.10.c, add a new subsection as follows: “3. For bodywork supplied by Five Star Race Car Bodies (www.fivestarbodies.com)graphic ‘Tail ID Kits’ specific to a particular body may be used. The graphics must reside in the stock location and working lights as required above must be incorporated into the graphics.”
- #607 (CRB Letter) GT1 Trans Am bodywork rule clarification  
In 9.1.2.D.8.a.4, add at the end of the paragraph the following: “No additional spoilers, splitters, air dams or other aerodynamic devices not incorporated in the original approved body may be run. No undertray may extend beyond the outline of the original Trans Am approved body.”
- #608 (Bill Rose) Classify the Volvo 1800 E/S/ES body in GT3  
In 9.1.2, GT3, add to VOLVO cars:

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
1800 E/S/ES	NA	3dr	RWD	96.5	

**Improved Touring**

- Replace 9.1.3.D.7.2 with “Tires must conform to 9.3.45.”

**ITA**

- #389 (Eddie Bassett) Classify the BMW 528e

	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Valves IN & EX (mm)	Comp. Ratio	Wheel-base (inch)	Wheel Dia. (inch)	Gear Ratios	Brakes Std. (mm)	Weight (lbs)	Notes:
BMW 528e (82-87)	6 cyl SOHC	81 x 84 2963	(I) 40.0 (E) 34.0	9:01	103.5	14	3.83, 2.20, 1.40, 1.00, 0.81	(F) 284 Disc (R) 284 Disc	2550	

- #598 (Demetrius Mossaidis) Correct weight of 92-95 Honda Civic Si  
In 9.1.3, ITA, Honda Civic Si (92-95), correct weight from 2330 to 2305.

**Super Touring**

Change 9.1.4.N.1 (in its entirety) to: “Tires must conform to 9.3.45. Filing, buffing, or any other disguising of tire sidewall is prohibited. Chemical treatments, or any means to artificially enhance tire performance is prohibited.”

**Production**

**EP**

- #572 (Allen Mitchell) Level 1 engine prep. and comp. ratio increase-Alfa Romeo GTV6  
In 9.1.5, EP, Alfa Romeo GT-V6, to match other earlier Level 2 cars, replace Notes as follows: “Comp Ratio limited to 12.0:1. Valve lift (measured as raced - w/ lash): .500” max. Level 1 dry sump, connecting rods, intake manifold porting, crankshaft, rocker arms and cam followers.”
- #588 (Sam Moore) Allow wheel rim size change  
In 9.1.5, EP, BMW Z3, add “18 x 8” to the allowed max wheel sizes.
- #595 (Robert Coffey) Remove 100 lbs. penalty added to Honda Prelude i in 2008  
In 9.1.5, EP, Honda Prelude Si, change weights from 2420/\* 2481/\*\* 2541 to 2370/\* 2430/\*\* 2489.

**FP**

- #599 (David Lyle) Increase Compression Ratio allowed on 4age engine  
In 9.1.5, FP, Toyota MR-2, Notes, change “Comp. Ratio limited to 10.0:1” to “Comp. Ratio limited to 11:1”.

**HP**

- #631 (CRB Letter) Change valve lift on Volkswagen Jetta 1780 (85-91)  
In 9.1.5, FP, Volkswagen Jetta 1780 (85-91), Notes, change “Valve lift limited to .420” to “Valve lift limited to .425”.
- #632 (CRB Letter) Change valve lift on the Volkswagen Golf (GTI, GT, GL)

In 9.1.5, FP, Volkswagen Golf (GTI, GT, GL), Notes, change "Valve lift limited to .420" to "Valve lift limited to .425".

### American Sedan

1. #560 (CRB Letter) Remove individual hood allowances

Remove individual hood allowances now redundant with 9.1.7.D.7.h.

Camaro & Firebird (82-92), Notes, delete: "Harwood fiberglass hood (P/N 12100) is permitted."

Camaro & Firebird (93-02), Notes, delete: "Alt Hood: American Sports Car Design, Inc. (Part # S-400) w/rear opening closed.", and "Camaro SS hood from SLP or SVD is permitted with ram air opening sealed to prevent the passage of air.", and "WS6 hood is permitted with ram air opening sealed to prevent the passage of air."

Mustang Incl. Cobra & Cobra R (79-93), Notes, delete: "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), Notes, delete: "Cobra R hood (F5ZV-16612-AA) is permitted with rear opening closed off." and "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 (99-04), Notes, delete: "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 GT (05-09), Notes, delete: "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."

Capri (79-86), Notes, delete: "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."

2. #582 (CRB Letter) Correct omission

In 9.1.6.D.7.b, correct to by inserting the missing word "solid" as follows: "All resulting openings shall be covered by *solid* panels of an alternate material."

3. Change 9.1.6.D.6.a.2 to: "*Tires must conform to 9.3.45.*"

### Showroom Stock

1. In 9.1.7.E.7, change the second and third paragraphs as follows:

*Tires must conform to 9.3.45.* All tires shall be DOT approved and shall be offered for sale over the counter through the manufacturer's tire dealer network. ~~Racing, recapped, and regrooved tires are prohibited.~~ The brand of tire and tire pressures are unrestricted. ~~The only modifications allowed to tires are having treads "shaved" or "trued."~~

~~All cars shall run tires with a minimum of a "U" speed rating.~~ For size determination, the molded section shall be used. All cars are allowed a section increase of 10 mm or 20 mm (e.g., 195 may use 205 or 215). All cars are allowed an aspect ratio increase or decrease of 5 or 10 (e.g., 55 may use 45, 50, 60 or 65). All cars listed with an aspect ratio of 75 or higher may use an aspect ratio

2. #496 (Mark McCaughey) Correct Accusump part number error - Celica GTS

In 9.1.7, SSC, Toyota Celica GTS (00-05) Notes, change "Canton Accusump #24-260" to "*Canton Accusump #24-026.*"

3. #651 (Kevin Yaghoubi) Reinstate first generation Neons under 12 year eligibility

	Bore x Stroke(mm)/ Displ. (cc)	Wheel base (mm)	Track F & R (mm)	Wheel Size(in.)/ Mat'l.	Tire Size (stock)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Chrysler Neon ACR SOHC (4 door) (95-99)	87.5 x 83.0 1995	2642	1458/ 1471	14 x 6 Alum	175/65 205/55 max.	3.54, 2.12, 1.36, 1.03, 0.81	3.94	(F) 257 Disc (R) 270 Disc	2500	Factory Koni adjustable shock/strut assemblies permitted. Mopar Performance Rear Sway Bar allowed P/N P500704. Mopar Performance spring kit #P5007003 (F) and #P5007005 (R) is allowed. This max. tire size supersedes SS tire rule 9.1.7.E.7.
Chrysler Neon ACR DOHC Coupe (95-99)	87.5 x 83.0 1995	2642	1458/ 1471	14 x 6 Alum	205/50 (max.)	3.54, 2.12, 1.36, 1.03, 0.81	3.94	(F) 257 Disc (R) 270 Disc	2600	Factory Koni adjustable shocks permitted. Mopar Performance Rear Sway Bar allowed; P5007041 rear sway bar, P4876425 front control arm bushing. Wheels: 15 x 6", 40mm offset, (P/N 82204993 (Painted) or 82204991 (polished), Tires: 205/50/15 max. This max. tire supersedes SS tire rule 9.1.7.E.7.

**Spec Miata**

- Change 9.1.8.C.2.6.2 as follows:
  - Regional Competition ~~Any DOT approved tire is permitted. Racing, recapped, or regrooved tires are not allowed. Tires must conform to 9.3.45. Tire size is unrestricted. The only modifications allowed to tires are having treads "shaved" or "trued."~~ Individual regions may require spec tires for regional races. Supplemental regulations for specific events should be checked.
- #680 (CRB Letter) Clarification of 9.1.8.C.p.1  
 In 9.1.8.C.p.1, add the following at the end: *"Chips may not be replaced. The OBDII diagnostic port must be operational in all 1996-2005 cars."*

**Sports Racing**

**CSR**

- #441 (Club Racing Board Letter) Correction related to new fuel rules  
 Delete 9.1.9.F.7.a.21. to conform to the new fuel rules
- #442 (Club Racing Board) Correction related to new fuel rules, in 9.1.9.G.3, Delete "May use fuel per the IT specs of GCR

section 9.3 Fuel.” to conform to the new fuel rules

3. #544 (Erik Skirmants) Alternate sway bar

In 9.1.9.F.8.e, add: “*Optional Front Sway Bar: Rotating blade style with or without cockpit adjustment. Minimum blade thickness 0.155” ±.005” Main Shaft diameter 0.590” ±.005”, Length 6.006” ±.010”. Cockpit adjustable full bar kit PN: WM1121008. Bar kit only (with set screw lock) PN: WM1121007.*”

### Touring

1. In 9.1.10.D.7.b, change the second and third paragraphs as follows:

*Tires must conform to 9.3.45. All tires shall be DOT approved and shall be offered for sale over the counter through the manufacturer’s tire dealer network. Racing, recapped and regrooved tires are prohibited. The brand of tire and tire pressures are unrestricted. The only modifications allowed to tires are having treads “shaved” or “trued.”*

2. #502 (CRB Letter) Correct radiator contradiction

In 9.1.10.D.3.b.1, delete “H.D. Radiator,”.

3. (CRB) Correct omission for T1, T2, T3 Lotus models

In 9.1.10, T1, T2 and T3, all Lotus models, add to Notes: “*Rear cage braces may pass through rear window.*”

### T1

1. #338 (Kevin Yaghoubi) Classify the 2010 BMW M3 GTS

In 9.1.10, T1, BMW E92M3 (08-09), add “*BMW M3 GTS (10)*” on the same spec line.

2. #529 (Robert Perry) Addition of 2005 model year (996) Porsche 911 GT3

In 9.1.10, T1, Porsche 911 GT3, change “(03-04)” to “(03-05)”.

3. #586 (Sam Ryan) Z06 calipers

In 9.1.10, T1, Chevrolet Corvette C6, add to Brakes, “*Z06 brake calipers allowed.*”

4. (CRB) In 9.1.10, T1, Chevrolet Corvette C6 Coupe, change “(05-09)” to “(05-10)” and add “*Grand Sport (2010)*” [Note: this allows the Grand Sport to run the C6 size wheels at the C6 weight or the larger wheels on the Grand Sport separate spec line at 50 lbs. more.]

5. (CRB) In 9.1.10, T1, Chevrolet Corvette C5, add to Notes (after T1 Item 4 in TB 10-2), “*The A.I.R air pump system may be removed.*”

6. (CRB) Correct Corvette C5 wheel and tire sizes

In 9.1.10, T1, Chevrolet Corvette C5, replace Wheel Size (in) with “18x10 (F) 18x11 (R)” and replace Tire Size with “315/35/17 (max) (F&R), 315/35/18 (max) (F&R)”. [Notes in Tire Size remain.]

### T2

1. #484 (Bill Baten) Remove the 100 pound 1LE penalty

In 9.1.10, T2, Chevrolet Camaro SS & Z-28 (98-02), delete “*1LE: add 100 lbs.*” from Weight column.

2. #554 (Rob May) Add the Euro Header to the BMW M Coupe Spec Line

In 9.1.10, T2, BMW M Coupe, add to the Notes “*Euro Header part #11 62 7 833 500 and 62 7 833 501 allowed.*” [Published in August 2009 Fastrack, omitted in 2010 GCR.]