CLUB RACING BOARD MINUTES

CLUB RACING BOARD MINUTES | Nov. 3, 2009

The Club Racing Board met by teleconference on November 3, 2009. Participating were Bob Dowie, Chairman; Chris Albin, Fred Clark, Jim Drago, and Dave Gomberg. Also participating were Marcus Meredith and Jerry Wannarka, BoD liaisons; Lisa Noble, guest BoD; Terry Ozment, Vice President of Club Racing; John Bauer, Technical Services Manager; Kevin Yaghoubi, Technical Coordinator Club Racing; and Lauri Burkons, CRB Secretary.

In addition to those items covered in Technical Bulletin 09-12, 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 to crb@scca.com.

GCR

Item 1. Effective 1/1/10: Change Note 2 of section 9.1.12, as follows:

For the purposes of this section, ~~GTL shall be considered a new class from 2006,~~ T3 and Spec Miata *shall be considered new classes* from 2006 and ST0, and ST0, STU, FE and Formula 1000 from 2007.

Item 2. Effective 1/1/10: To meet the requirements of the motion passed by the BoD, change section 3.9.2.E, as follows:

~~Those classes attaining an average of 2.5 cars or better per race, as defined in 9.1.12, in the previous year of national racing shall be invited to the following year's Runoffs.~~ *All National classes are invited to the Runoffs. If there are not at least 10 entries in a given class, a National Champion will not be recognized in that class.*

American Sedan

Item 1. Effective 1/1/10: Change section 9.1.6.D.4.d.9, as follows:

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

Spec Miata

Item 1. Effective 1/1/10: Add the following sentence to the end of section 9.1.8.C.1.f:

The OEM clutch line may be replaced with a steel braided line.

Item 2. Effective 1/1/10: In an effort to clarify the Miata engine rules, remove the current section 9.1.8.C.1 in its entirety and replace it with the following:

C. AUTHORIZED MODIFICATIONS

The following items represent the only modifications and safety items permitted and/or required on Spec Miata automobiles other than safety items as required in Section 9. Permitted components or modifications must not perform a prohibited function. Updating or backdating is not allowed for any car, model, specification, or component, except as specifically authorized in these rules.

A Mazda factory shop manual for the specific make, model, and year of automobile is required to be in the possession of each entrant. The manual may be in the form of printed material, microfiche, CDs, DVDs, and/or Internet access to manufacturer sponsored web-based databases. The manual is intended to aid scrutineers in identifying parts and the configuration of the automobile.

All engines and internal components used in rebuilding or refurbishment must have been offered for sale by Mazda in the US for the correct year and VIN of car, except as otherwise provided for in these rules. This rule prevents use of aftermarket parts or Mazda parts of incorrect specification or application.

Assembly, rebuild, and refurbishment procedures, and all associated dimensions must adhere to the published factory service procedures, except as otherwise stated in these rules. No components may be added or omitted from those specified by the published factory service procedures. All components must be standard dimensions. Any water pump, timing belt, or alternator of original equipment manufacturer design, dimensions, and specification may be used.

The use of any painting, coating, plating, or impregnating substance (e.g., anti-friction, thermal barrier, oil shedding coatings, chrome, anodizing, etc.) to any internal engine surface, internal transmission or differential surface, internal or external surfaces of the exhaust manifold or down tube is prohibited.

If the factory manual or these rules provide only a partial specification or no specification at all, the Mazda parts may not be modified beyond what is allowed in these rules. Compliance of such parts will be determined by comparison to new parts delivered by Mazda. Other approved parts with only a partial specification or no specification available in these rules may not be modified. Compliance of such parts will be determined by comparison to new parts from the supplier.

1. Engine Modifications

a. General

1) No modifications to this engine are allowed, except where specifically authorized within these rules. This includes, but is not limited to, all fuel injection and engine management components, as well as electrical, cooling, and lubrication systems. All systems are subject to test procedures and must conform to OEM specifications as stated in the Mazda factory service manual.

2) Permitted engine maintenance includes the replacement, but not modification, of external engine and engine systems parts. No balancing, blue printing, lightening, polishing, or other modification of moving parts of the engine is permitted. All parts in the engine must be stock Mazda OEM parts unless specified in this rule set. For all Mazda part numbers in these specifications, superseding part numbers are considered equivalent.

b. Block

The engine block may be decked/milled to achieve the factory specified compression ratio for the correct model year as listed. Honing of cylinders is permitted to a maximum diameter as shown in the following table:

Model Years	Maximum Diameter (inches)
90-93	3.076
94-05	3.273

Cast iron cylinder liners (sleeves) may be installed to restore damaged or worn cylinder bores to the original dimension. Re-boring to over size is prohibited.

c. Crankshaft

The stock Mazda Miata crankshaft must be used with no modifications allowed, as shown in the following table, which also displays minimum weights (not including pilot bearing or hardware):

Model Year	Part Number	Minimum Weight (lbs)
90-93 (short nose)	B617-11-300	26.5
90-93 (long nose)	B6S7-11-300A	26.5
94-05	BP06-11-300D	35.6

Main and rod bearings must not be modified in any way. OEM bearings must be used from within the standard ranges as allowed in the Mazda factory service manual. The crank triggers must not be altered or modified in any way. The crank pulley/balancer must not be altered or modified in any way.

d. Connecting Rods

Mazda part number B6S7-11-210E must be used. Minimum connecting rod weight with cap and bolts is 537 grams.

e. Pistons

Mazda OEM standard size pistons must be used. Minimum weights less wrist pin and hardware and minimum weights of wrist pins are shown in the following table:

Model Year	Part Number	Minimum Weight (w/o wrist pin and hardware (grams)	Minimum Weight Wrist Pin (grams)
90-93	B6Z2-11-SA0C	271.5	86.0
94-97	BPY11-11-SA0A	291.5	80.0
99-00	BPZ0-11-SA0	290.0	80.0
01-05	BPZ3-11-SA0	290.00	80.0

The use of oversize pistons is not permitted. No modification of the piston is permitted. Modification of the piston ring end gap width is allowed.

f. Cylinder Head

The gasket face of the cylinder head may be resurfaced provided the maximum compression ratio is not exceeded and the minimum

height of the cylinder heads are maintained. The minimum heights of the cylinder heads as measured in the factory service manual allowed are shown in the following table:

Model Years	Minimum Height (inches)
90-93 (1.6L)	5.245
94-05 (1.8L)	5.255

The cylinder head must not be ported, polished, or machined. The original casting must not be modified in any way or polished unless specified below.
The throat area of the port consists of the 90 degree angle at the very bottom of the cast steel valve seat as it transitions to the aluminum casting below. It is permitted to plunge cut the throats in order to correct for core shift that is commonly found in many cylinder heads. This cut cannot extend further than the specified number below from the bottom of the ferrous valve seat. There can be no tooling or machine marks in the head below this point. The area under the seat where the plunge cut ends and the casting resumes cannot be blended by hand, machined, or chemically processed to create a smooth transition. The 90 degree bend at the bottom of the valve seat and the aluminum directly below it will be measured with a gauge and must conform to the maximum diameters and depths listed below.
No aluminum in the bowl area (other than that specified for the plunge cut) or the ports may be removed, added, or manipulated for any reason. It is understood that heads may look slightly different from bowl to bowl due to casting irregularities. No material may be removed or added from the short turn radius in the port.
All dimensions in the following table will be measured with go/no go tooling.

Engine	Maximum Intake Throat Diameter (inches)	Maximum Exhaust Throat Dimensions (inches)	Maximum Throat Depth (from bottom of ferrous valve seat (millimeters)
1.6L	1.095	0.948	12
1.8L	1.178	1.020	9

Unshrouding of the valves is strictly prohibited. There must be a sharp edge where the valve relief cut meets the chamber. That edge must be present and unmodified. This area is **not** to be blended by hand, machined, or chemically processed to create a smooth transition. This dimension will be measured with go/no go tooling. The maximum dimensions are listed below, measuring guide centerline to chamber edge:

Engine	Maximum Intake Valve Relief Cut radius (inches)	Maximum Exhaust Valve Relief Cut radius (inches)
1.6L	0.687 Radial	0.600 Radial
1.8L	0.760 Radial	0.675 Radial

g. Camshaft

Camshafts must comply with the official camshaft specifications as supplied by the SCCA Club Racing Tech Department. The camshaft and crankshaft sprockets must be as supplied by Mazda. Cam timing must not be altered; the belt must be installed as specified in the Mazda factory service manual.

h. Valves

OEM valves must be as supplied by Mazda. Valve location or angle must not be moved. Reshaping of the valves is strictly prohibited. Valve guides may be replaced provided the position of the valve is not changed and the replacement guides are Mazda OEM parts. Valve stem installed height must be per the Mazda factory service manual: Valve stem seals must be Mazda OEM parts. Valve seats may be cut provided the valve seat angles are stock Mazda three angle cut, as defined below.

A valve job will consist of only three flat angles; radius cuts are not allowed. A 45 degree seat angle must be used, which may vary in width from .030 inch to .050 inch. To narrow or correctly position the face angle, a bottom angle of 70 degrees must be used. To narrow or correctly position the face angle, a top cut of 30 degrees may be used. All angles must stay on the cast steel block portion of the seat. The angles must not extend off the seat into the aluminum casting at the top or bottom of the seat.

i. Valve Springs

Valve springs are Mazda OEM as specified in the Mazda factory service manual. Valve spring shims are not permitted except the one standard shim that is used under every valve spring. Only the Mazda shim may be used and the OEM dimensions must be maintained.

j. Compression Ratio

Maximum allowed compression ratios are shown in the following table:

Model Years	Compression Ratio
90-93	9.4:1
94-97	9.0:1
99-00	9.5:1
01-05	10.0:1

Carbon may be removed from combustion chambers, valves, and pistons.

k. Intake Manifold

The intake manifold must be stock Mazda parts, without any material added or removed. No coating is permitted on the exterior or interior of the manifold. Injectors must be stock Mazda OEM parts, correct for the model year of the car. All air entering the intake tract shall pass through the fuel injection air inlet.

- 1.6L cars may replace the stock air box with a cone style air filter assembly. The air filter element is unrestricted. No ducting or baffling of air to the air filter is permitted.
- 1.6L cars may open and adjust, but not modify, the OEM airflow meter. For 1.6L cars, the position of the air flow meter may be moved provided it remains attached to the unmodified factory intake tube.
- 1.8L cars must use the stock air box, but the air filter element is unrestricted. Mass air flow sensors may not be modified, adjusted or opened.
- 1.8L cars must use an air restrictor plate. The restrictor plate must be placed between the throttle body and plenum. All intake air must pass through the restrictor plate. Restrictor plates must be the proper size as listed in the specification table, must be from Mazdaspeed Motorsports Development or from SCCA Enterprises, and must not be modified.

l. Fuel system

The fuel pump and fuel pressure regulator must be Mazda OEM parts and unaltered. Unleaded fuel filler trap door and restrictor plate in filler neck may be removed. Refer to GCR Section 9.3.26 for permitted fuel specifications and for the required fuel sample acquisition port.

m. Exhaust system

The exhaust manifold must be Mazda OEM, without any material added or removed. No coatings are permitted on the exterior or interior of the manifold. Heat wraps may not be used.

The 1999-05 Miatas with California emissions equipment may substitute the Federal OEM exhaust manifold and ECU for the OEM CA exhaust manifold and catalytic converter.

The post catalytic converter oxygen sensor may be disabled, replaced, relocated, or removed; the resulting hole (if present) may be plugged. Original exhaust system heat shields may be removed.

The factory exhaust system beyond the OEM front down pipe may be replaced, provided the following are true:

- The replacement system retains the original configuration (i.e., single tube design) and the tubing is a maximum of 2.25 inches outside diameter.
- The pipe may end anywhere after the rear subframe. Forward of the rear subframe, the pipe must follow the original path of the OEM exhaust system.
- No expansion chambers. A single muffler may be added.
- The system meets all event specific sound requirements.
- A catalytic converter may be gutted, removed, or replaced with a catalytic converter replacement pipe. The replacement pipe must not exceed 17.5 inches in length and have an outside diameter no greater than 2.375 inches.
- No portion of the exhaust may be wrapped with any type of insulating tape, nor shall any portion of the exhaust, internal or external, be coated with any thermal coatings.

n. Lubrication System

The oil pan must be as supplied by Mazda. No modifications are permitted. The windage tray must be used and must not be modified in any way.

o. Cooling System

1) The water pump must be a Mazda or an OEM equivalent part. The water pump pulley must be the stock Mazda part. No modifications are permitted.
2) Any radiator may be used, provided it is mounted in the original location, maintains the same plane as the original core, and requires no body or structure modifications to install. Any openings created by fitting an alternate radiator must be blocked to prevent air from entering the engine compartment. At least one functional stock OEM cooling fan must be maintained and

mounted in the stock location.

3) Thermostats may be modified, removed, or replaced.
4) All cars may install the upper radiator seal, p/n NA75-50-0K7A.
5) A radiator screen of 1/4 inch minimum mesh may be added in front of the radiator and contained within the bodywork.

p. Electrical Equipment

The ECU and engine electrical harness must be as supplied by Mazda. No modifications are permitted. The ECU maps and inputs must not be modified.

Ignition coils must be stock Mazda parts. No modifications are permitted.

All sensors related to engine operating parameters must be used and must be stock Mazda parts. These sensors and their locations and mounts, and their wiring harness leads may not be altered. Any sensors required for analog type gauges must be in addition to the Mazda sensors. Data acquisition sensors may be added. Relocating the oil pressure sending in order to install an oil pressure gauge is permitted.

The alternator may be OEM equivalent. The alternator drive pulley must be stock. The alternator must not be disabled in any way. Spark plugs and spark plug wires may be substituted. Ignition timing is unrestricted within stock adjustment capability.

Batteries may be replaced with those of an alternate manufacturer, provided they are of similar amp-hour capacity, size, and weight, and are fitted in the standard location. Additional battery hold-down devices may be used and are strongly recommended.

q. Flywheel

The stock Mazda flywheel must be used. No modifications are permitted except for normal resurfacing for clutch wear.

The following table provides minimum weights with pilot bearing:

Model Years	Minimum Weight (lbs)
90-93	17.6
94-05	17.0

The 94 model year may use the flywheel from the 95-05 model years. If the 1994 flywheel is used, it must weigh a minimum of 18.5 lbs.

r. Clutch

All cars must use either the stock OEM pressure plate or the ACT pressure plate (Mazdaspeed p/n: 0000-0205401-SS – 1.6L cars or 0000-0205404-AC – 1.8L cars). The unmodified pressure plate must be bolted directly to the stock, unmodified flywheel. Any clutch disk may be used.

s. Miscellaneous

The use of the following non-standard replacement parts is permitted provided use does not result in any unauthorized modification of any other component.

- Fasteners – nuts, bolts, screws, washers, studs, etc. (Head bolts, rod bolts, flywheel bolts, and crank pulley bolt must be used as provided by Mazda.)
- Gaskets and seals, except those specified in the above rules
- Mechanical tachometer and analog gauges
- Oil and lubricants

CAR RECLASSIFICATIONS

Production

1. Lotus 7 and Lotus 7 America to HP at 1,550 lbs

Touring/Showroom Stock

1. Celica GTS to SSC, without the TRD suspension kit and limited slip, at 2,910 lbs; with Canton Accusump #24-260, sandwich #24-700, valve #24-260, and related hoses and brackets.
2. 350Z may remain in T2 as specified, and may change to T3 with the following adjustments:
   - 8 inch wide wheels
   - 245 maximum tire size
   - Remove all Nismo suspension
   - Add 31 mm SIR, which will be monitored for performance
   - Weight at 3,268 lbs

WHAT DO YOU THINK?

None

MEMBER ADVISORIES

FV intake manifold rules will remain the same for 2010 as they were for 2009 as approved by the BoD and published in April 2009 Fastrack and which are in 9.1.1.C.5.D.20 of the updated GCR.
The FV *ad hoc* committee is preparing proposals to be presented to the Formula and Sports Racing Advisory Committee. Their recommendations to the CRB will be published in a future Fastrack for comment by the FV community to determine the final 2011 manifold rules. Those recommendations may take the form of additional measurements to be employed in determining compliance of FV manifolds or the institution of a spec manifold.
This advisory is to inform the FV community that there will be changes in the rules for 2011; this information should be taken into account by competitors in 2010 with regard to existing manifolds and any purchases of new manifolds.

NOT APPROVED BY THE CRB

Grand Touring

1. GT – Small versus large engines (Zekert). Runoffs data is under review.
2. GT2 – Panoz gear ratio option (Cook). This is a spec car.
3. GTL – Nissan L16 spec (Spencer/Lenz)). The suggested engine does not exist.
4. Change Nissan A15 SIR size (Birk). Car is competitive as specified.
5. GTL – Slow the Hondas (Wright). Runoffs data is under review, and we will continue to monitor the car's performance.
6. GTL – Rule change request (Schick). Thank you for your input. See TB 09-12.
7. GTL – SIR clarification (Martin). The rule is adequate as written. Refer to Appendix B, Technical Glossary – Single Inlet Restrictor (SIR) definition.
8. GTL – Optional cylinder head (Blust). This is outside the GTL scope for engine architecture.
9. GT2 – 3-rotor RX-7 requests (Tambourine) Requested changes are not consistent with GT2 class parameters and would create an over dog engine.
10. GTL – Alternate Honda cylinder head (Hargrove) Insufficient availability.
11. GTL – Change SIR for Mazda 1800 (Prather) Inconsistent with class specifications.
12. GTL – Equalize the Hondas (Prather) We will continue to monitor these cars.
13. GTL – Remove IRS penalty (Prather) The IRS adjustment is proper for the class.

Improved Touring

1. IT – Reconsider Saturn SC2 weight (Lawton). The weight is appropriate as listed.
2. IT – Reprocess the Honda Prelude Si (Gran). The car is classed appropriately.
3. IT – Datsun 280ZX alternate body panel (Ira). The alternate body panel is outside the IT philosophy.
4. ITB – Move the 92-95 Honda Civic DX 1500 4 valve (Uhlinger). The car is classed appropriately.
5. ITB – Reduce the weight of the Audi Coup GT (Blethen). The weight is appropriate as listed.
6. ITB/ITC – Run the ITM 914 and ITC 914 through the process (Meredith). These cars are classed appropriately.

Production

1. P – VW Golf compression ratio (Pitts). The car is competitive as classed.
2. P – Help the Mazda RX-8 (Rivera). Engine swaps are inconsistent with the class philosophy. We will continue to monitor the car's performance.
3. P – Scirocco 1588 request (Coffin). We will monitor the car's performance.
4. P – Reinstate GP (Church). GP was not meeting the participation level that would have allowed it to be a Runoffs eligible class in 2008. Given the anticipated further drop in the number of cars that would have run in the class, GP cars were reclassified into HP or FP.
5. P – 15 inch wheel Scirocco (Trainer). There is no reason to make the maximum more than 14 inches; 13-inch wheels and tires can be used, and given the weight and power of the car, allowing 15-inch wheels is unnecessary.
6. P – Sequential gearboxes (Wood). Transmission choices are adequate.
7. EP – Cylinder porting in the Miata (Kavitski). The car is competitive as classed, and porting would be against class philosophy.
8. FP – Limited prep Corolla 1800 cc upgrade (Church). We would like to see more competitive exposure.
9. HP – Limited prep Corolla adjustment (Church). The car needs more competitive exposure; we will monitor the car's performance.
10. HP – Spoiler request (Hafkenschiel). This is inconsistent with the class philosophy.
11. HP – Assist 1300 Spitfire (Crisenbery). Based on the previous year's results, the car is competitive as classed. We will continue to monitor the car's performance.
12. HP – VW compression ratio (Pitts). Adjustments have been made in HP. We will continue to monitor the car's performance.
13. HP – VW brakes (Pitts). Wholesale substitution is inconsistent with the class philosophy; on a case-by-case basis and where

it is evident that parts are no longer available or cannot be serviced, we will consider a substitution of particular components (preferably from other cars made by the same manufacturer).

14. HP – Help the Spridget (Blust). Adjustments have been made in HP. We will continue to monitor the car's performance.

Touring/Showroom Stock

1. T3 – Reduce the BMW Z4 weight (Leithauser). The car is at the correct process weight. We will continue to monitor the car's performance.
2. SSB – Help the Miata (Rigoli). The requested cams will not fit. Computers are not interchangeable.
3. SSB – Reduce the Solstice weight (Siebert). This would give the Solstice an increased advantage at tracks other than Road America.

NO ACTION REQUIRED

Forumla

1. F/SR – Carbon/ceramic brakes input (multiple). Thank you for your input. The CRB has withdrawn the request based on member input.
2. FF – Bodywork changes (multiple). Based on member input, the BoD passed the rules changes as modified.
3. FF – Ford Motorsports proposal (Wolfe). Thank you for your input.
4. FV – Formula Vee meeting input (Galuardi). Thank you for your input.
5. DSR – Weight input (van Rossum). Thank you for your input.

Grand Touring

1. GT3 engine table comments (mulitple) Thank you for your input. Please see TB 09-12

Improved Touring

1. IT – ITAC support (Gray). Thank you for your input.
2. IT – IT process input (Spikes). Thank you for your input.
3. IT – BMW engine swap (Gerrity). If there is no VIN number, this can be done.
4. IT – ITAC public communication (Knestis). Thank you for your input.

Production

1. P – Allow Spridget trans (Futcher). Any non-sequential transmission with the proper number of speeds may be used in level one cars.
2. P – Post tent meeting input (multiple). Dry sumps will continue to be considered on a case-by-case basis. Rods have been re-issued for comment.
3. HP – Rules input (Hafkenschiel). New fuel rules will be in effect in 2010.

Touring/Showroom Stock

1. T/SS – Thanks for the competition adjustments (Leithauser). Thank you for your input.
2. T/SS – Eligibility (Czascki). The BoD addressed this item.
3. T3 – 2010 National Class (Dryden). The BoD addressed this item.
4. SSB – Mazda MX-5 reliability – There is no history on the stock clutch problem.

Spec Miata

1. Opinion on parity (Daniels). Thank you for your input.
2. Sealed engines (Mathes). Thank you for your input.
3. Valve specs (Ott). Thank you for your input.
4. Runoffs data input (Post). Thank you for your input.

CLUB RACING MEMORANDUM

The SCCA will no longer be using the crb@scca.com email address to submit letters to the Club Racing Board. A new letter submission and tracking system has been implemented. The new system will reduce the time required to process letters, allow you to track your letter, and give you the opportunity submit your email address for direct notification from the Club Racing Board.

CRB requests can now be submitted at www.crbscca.com.

CLUB RACING TECHNICAL BULLETIN

DATE: November 20, 2009
NUMBER: TB 09-12
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications.

All changes are effective 12/1/09 unless otherwise noted.

Formula

FA

1. In Table 9.1.1.A.2.a, Line I (13B), Req'd Restrictor, change 36mm SIR to 38mm SIR.

FC

1. Update section 9.1.1.B.4.d as follows: "Only Ford Zetec ZX3 blocks with block numbers #RFYS4G6015AA, ~~or~~ #RFYS4G6015AD *or #RFYS4G6015AE* are permitted."
2. Correct 9.1.9.B.4.h as follows: Any three-stage oil pump with a maximum of two scavenge stages is allowed. The maximum scavenge rotor dimensions are ~~1.375~~ *1.600* inches in diameter and ~~1.600~~ *1.375* inches in length. The minimum pressure rotor dimensions are ~~0.863~~ *1.600* inches in diameter and ~~1.600~~ 0.863 inches in length.

FF

1. Insert the following paragraph at the beginning of 9.1.1 D.7: "*For the purposes of this section, bodywork includes all panels external to the chassis/frame and licked directly by the air stream. This includes panels above or below the floor pan, and the bottoms of any side pods."*

FM

1. Clarify 9.1.1.F.9.C as follows: ~~C. The use of any impregnating material in the drivetrain is expressly prohibited. REM Isotropic© or REM type treatments are not allowed~~. *Polishing of driveline components is permissible through either conventional mechanical polishing techniques or by way of chemically assisted systems such as the REM Isotropic finishing system. Coatings are not permitted.*

   REM© and other polishing treatments have become a standard part of driveline component manufacture. It now costs more to obtain some non-treated components and the life of treated components is significantly longer. To ease the transition for FM competitors currently using unpolished components, Taylor Race Engineering (TRE) has offered to polish gears and driveline components in current use for 40% off the normal retail cost. This will be a one-time offer to each competitor, and will include the 10 currently used gear sets and other Formula Mazda components sent to TRE in a single batch before February 28, 2010.

2. Change all references in section 9.1.1.F to "Star Race Cars" or "Star Race Cars part #" to "Moses Smith Racing". [Moses Smith Racing has purchased the rights to the standard Formula Mazda cars, parts and name.]
3. Correct Section 9.1.1.F.5.D as follows: Competitors may use adjustable rev chip (~~MSD~~ *Moses Smith Racing* part # 080-135).
4. Correct section 9.1.1.F.11.E as follows: ~~Koni P/N 71-34-48-000-0~~ *Koni part # 72-34-48-000-0.*
5. Change section 9.1.1.F.16.A as follows: ~~Only 1700 pound KEP or 2300 pound KEP pressure plate permitted.~~ Only a 1700 Pound KEP, 2300 Pound KEP, or Stage 2 KEP (Moses Smith Racing part # 060-104) All Steel Pressure Plate is permitted and must be used unmodified. [The original pressure plate is no longer available. The replacement is the KEP Stage 2, all steel plate.]
6. Add the following to section 9.1.1.F.7.J: Replacement Water Pump, Mazda part number 8AF2-15-010B may be used.
7. Clarify section 9.1.1.F.7 by adding the following: Two functional belts must be used to drive the alternator and water pump.

Grand Touring

GT1

1. Clarify the first paragraph of 9.1.2.D.8.k.1 as follows: A front spoiler may be fitted. It shall not protrude beyond the overall outline of the car as viewed from above except for a front splitter that may extend up to two (2.0) inches. *The additional splitter is allowed only on air dams not already incorporating a splitter that extends forward of the factory bumper.* The spoiler shall not extend aft of the forward most part of the front fender opening (cutout), and shall not be mounted more than four (4) inches above the horizontal centerline of the front wheel hubs. Full-width bottom shrouding of the front spoiler/nosebox area (front undertray) is permitted but must be flat and can extend no farther rearward than the center of the engine harmonic balancer. Undertray may not be stepped or curved. Undertray may be angled in side view to produce a maximum height at the trailing edge of 3.25 inches

above the ground.

2. Clarify 9.1.2.D.8.a.4 as follows: Trans Am approved bodywork and wheelbase specifications are allowed unless otherwise specifically prohibited by these rules. Trans Am bodywork shall be in a configuration that is approved for past or present Trans Am competition. *If body panels do not have the official Trans Am bodywork approval decal, the competitor is allowed to present a receipt of purchase from the manufacturer or it's agent for verification.*

GT2

1. Cars – Panoz Esperante GTS, p. 290, Add to the notes as follows: Alternate rotor Brembo #09-A026.13 and #09-A026.23 allowed. Revised brackets or spacers are permitted to relocate the calipers.

GT3

1. Add the Toyota 2ZZ engine: DOHC 4 valve crossflow, bore 82mm, stroke 85mm, displacement 1796cc, fuel induction unrestricted, weight 1960.
2. Add the 2006-2010 Honda Civic Si 2D and 4D body styles. Wheelbase: 2D Coupe: 104.3 inches, 4D Sedan: 106.3 inches. Notes: Hood Bulge Permitted, No Openings.
3. In response to input from the GT3 community, various corrections were made to the previous versions of the proposed specification table. The chart below, and the explanation following it, present the method and results for determining the revised weights and intake restrictions. After taking into account all other factors, a 3% increase has been applied to all previous (or corrected) weights because the smaller displacement cars in the class have gotten too light for safety and in many cases it was too difficult to achieve those weights.

GT3 Engine Chart for Displacement and Weight

Displacement cc	weight	SIR mm	Displacement cc	weight	SIR mm	Displacement cc	weight	SIR mm
>2 valve			2 valve crossflow			2 valve non crossflow		
Up to 1499	1805							
1500-1599	1855							
1600-1799	1960		Up to 1800	1855		Up to1800	1805	
1800-1999	2060	31	1800-1999	1960		1800-1999	1855	
2000-2199	2130	31	2000-2199	2060		2000-2199	1960	
2200-2399	2195	31	2200-2399	2130		2200-2399	2060	
Over 2400	2270	31	Over 2400	2270	33	Over 2400	2270	33

Note: Rotary and Boxer engines are handled separately.

This chart is based on a 147.5 HP/liter target for unrestricted engines with more than 2 valves, a +15% correction for 2 valve crossflow inefficiency, and an additional +10% correction for 2V non-crossflow inefficiency. Then, a sliding weight scale is applied to get target weight to HP ratios. SIRs are imposed to achieve a targeted 275HP maximum for 4 valve engines, with +15% correction for 2 valve crossflow engines and an additional +10% for 2 valve non-crossflow engines.

Unless a specific request is made to retain the AMC Gremlin and Spirit cars and their engines, the CRB plans to de-list those cars in 2011.

Item 1. Replace the GT3 specifications with the following table.

GT3 Cars - ACURA

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Integra	-93	2dr	FWD	96.5	
Integra	-94	2dr	FWD	101.2	
RSX	02/05/09	2dr	FWD	96.5/101.2	

Engines - ACURA

Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
D16A	SOHC	75	90	1590	Alum, Crossflow	4	Unrestricted	1855	
B16A	DOHC	81	77.4	1595	Alum, Crossflow	4	Unrestricted	1855	

B18C	DOHC	81	87.2	1797	Alum, Crossflow	4	Unrestricted	1960	
B18B	DOHC	81	89	1834	Alum, Crossflow	4	31mm SIR	2060	
F20C	DOHC	87	84	1997	Alum, Crossflow	4	31mmSIR	2060	
K20A	DOHC	86	86	1998	Alum, Crossflow	4	31mmSIR	2060	
K24	DOHC	87	99	2354	Alum, Crossflow	4	31mm SIR	2195	

GT3 Cars - ALFA ROMEO

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

Engines - ALFA ROMEO

Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction		Notes
	DOHC	80	88.5	1779	Alum, Crossflow	2	Unrestricted	1855	Alt. Head: 19510-01053-04 (twin plug), w/ 100 lb. penalty.
	DOHC	84	88.5	1962	Alum, Crossflow	2	Unrestricted	1960	Alt. Head: 19510-01053-04 (twin plug), w/ 100 lb. penalty.

GT3 Cars - AMC

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

Engines - AMC

Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction		Notes
	OHV	95.3	88.8	2537	Iron, Crossflow	2	Holley 5210/2V	2455	
	OHV	95.3	88.9	3805	Iron, Crossflow	2	Carter YF-1V, Holley 500 CFM 2bbl.	2680	

GT3 Cars - AUDI

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
TT Coupe	NA	2dr	FWD	95.6 / 97.3	

Engines - AUDI

Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction		Notes
	SOHC	82.5	92.8	1984	Alum, Crossflow	2	Unrestricted	1960	Alt. Eurospec Sports cyl. head may be used.
	DOHC	82.5	92.8	1984	Alum, Crossflow	4	31mm SIR	2060	

GT3 Cars - BMW

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
2002 / 2002ti/tii	NA	2dr	RWD	100.5/98.5	

318 Coupe (E36)	-92	2dr	RWD	106					
318i (E30)	83-91	4dr	RWD	101.2					
318i / 320i (E21)	77-82	4dr	RWD	100.9					
E46	0	2, 4dr	RWD	106.0 / 101.2 / 100.9					
Z3	NA	2dr	RWD	96.3					
Engines - BMW									
Engine Family	**Engine Type**	**Bore (mm)**	**Stroke (mm)**	**Disp. (cc)**	**Head Type**	**Valves / Cyl.**	**Fuel Induction**		**Notes**
	SOHC	89	71	1767	Alum, Crossflow	2	Unrestricted	1855	
	DOHC	84	81	1796	Alum, Crossflow	4	Unrestricted	1960	
	DOHC	85	83.5	1895	Alum, Crossflow	4	31mm SIR	2060	
	SOHC	89	80	1991	Alum, Crossflow	2	Unrestricted	1960	
	DOHC	93	84	2302	Alum, Crossflow	4	31mm SIR	2195	
GT3 Cars - CHEVROLET									
Model	**Years**	**Body Style**	**Drive-line**	**Wheel-base (in)**	**Notes**				
Vega	NA	2dr	RWD	97					
Corvair Coupe / Yenko Stinger	NA	2dr	RWD	108	Corvair coupes may be modified to Yenko configuration. Non-tube frame track 59.7 (F), 62.9 (R). Rear wheel width: 8". Engine may be centered (side to side) to allow installation of alternate transaxle.				
Cavalier Z-24	NA	2dr	FWD	101.2					
Engines - CHEVROLET									
Engine Family	**Engine Type**	**Bore (mm)**	**Stroke (mm)**	**Disp. (cc)**	**Head Type**	**Valves / Cyl.**	**Fuel Induction**		**Notes**
	SOHC	86	86	1998	Alum, Crossflow	2	Unrestricted	1960	
	DOHC	88.9	80.3	1998	Alum, Crossflow	4	31mm SIR	2060	
	SOHC	88.9	92.1	2287	Iron, Non-Crossflow	2	Unrestricted	2060	
	OHV	87.4	74.7	2689	Alum, Crossflow	2	(2) Weber 40 IDT or IDA w/ 36mm choke(s) or (4) Rochester 7025023 &7026026 1.5" 1 bbl carbs	2290	
GT3 Cars - CHRYSLER/DODGE/PLYMOUTH									
Model	**Years**	**Body Style**	**Drive-line**	**Wheel-base (in)**	**Notes**				
Neon	NA	2dr, 4dr	FWD	104					
Daytona / Laser	84-88	2dr	FWD	97					
Daytona / Laser	-89	2dr	FWD	97.3					
Horizon	NA	2dr	FWD	96.7					
Omni 024 / Shelby Charger	79-82	2dr	FWD	96.6					
Shadow	NA	2dr	FWD	97					
Engines - CHRYSLER/DODGE/PLYMOUTH									

Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction		Notes
	DOHC	85	88	1997	Alum, Crossflow	4	31mm SIR	2060	
	SOHC	85	88	1997	Alum, Crossflow	2	Unrestricted	1960	
	SOHC	87.5	92	2213	Alum, Non-Crossflow	2	Unrestricted	2060	

GT3 Cars - FIAT

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

Engines - FIAT

Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction		Notes
	DOHC	84.1	89.9	1995	Alum, Crossflow	2	Unrestricted	1960	

GT3 Cars - FORD

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Capri	NA	2dr	RWD	100.8	
Mustang II	74-78	2dr	RWD	96.2	
Mustang	79-93	2dr	RWD	100.4	
Mustang	94-98	2dr	RWD	101.2	
Pinto	NA	2dr	RWD	94	Non-tube frame track: 60.52 (F&R). Spoiler: #D9FZ-6440555-A, End Pieces: D9FZ-6428010-A and D9FZ-6428011-A.
Probe	NA	2dr	FWD	99.0/102.9	

Engines - FORD

Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction		Notes
	SOHC	91	77	1993	Iron, Crossflow	2	Unrestricted	1960	
	SOHC	96	79.4	2301	Iron, Crossflow	2	Unrestricted	2130	Alt. Head: SVO #M-6049-A230
	SOHC	86	86	1998	Alum, Crossflow	2	Unrestricted	1960	
	SOHC	86	94	2189	Alum, Crossflow	3	31mm SIR	2130	
Duratech	DOHC	87.5	94	2260	Alum, Crossflow	4	31mm SIR	2195	

GT3 Cars - HONDA

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

Engines - HONDA

Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction		Notes
EW	SOHC	74	86.5	1488	Alum, Crossflow	3	Unrestricted	1805	Alt. heads: #12100-PE3-000 or #12100-PE7-000.
D15B	SOHC	75	84.5	1493	Alum, Crossflow	4	Unrestricted	1805	
D16A	SOHC	75	90	1590	Alum, Crossflow	4	Unrestricted	1855	
B16A	DOHC	81	77.4	1595	Alum, Crossflow	4	Unrestricted	1855	
B18C	DOHC	81	87.2	1797	Alum, Crossflow	4	Unrestricted	1960	

B18B	DOHC	81	89	1834	Alum, Crossflow	4	31mm SIR	2060	
F20C	DOHC	87	84	1997	Alum, Crossflow	4	31mm SIR	2060	
K20A	DOHC	86	86	1998	Alum, Crossflow	4	31mm SIR	2060	
K24	DOHC	87	99	2354	Alum, Crossflow	4	31mm SIR	2195	

GT3 Cars - MAZDA

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes	
626	83-87	4dr	FWD	98.8	Rotary engine setback from the front spindle centerline to the front spark plug is 4.5".	
MX-3	NA	2dr	FWD	96.3	Rotary engine setback from the front spindle centerline to the front spark plug is 4.5".	
MX-5 / Miata	-5	2dr	RWD	89.2 / 91.0	Rotary engine setback from the front spindle centerline to the front spark plug is 4.5".	
MX-5	2006	2dr	RWD	91.7	Rotary engine setback from the front spindle centerline to the front spark plug is 4.5".	
MX-6	-88	2dr	FWD	99.0/102.8	Rotary engine setback from the front spindle centerline to the front spark plug is 4.5".	
RX-2	NA	2dr	RWD	97.3		
RX-3	NA	2dr	RWD	91		
RX-7	NA	2dr	RWD	95.3 / 95.5 / 95.7	Non-tube frame track: 63.2 (F), 62.8 (R).	
RX-8	NA	2dr	RWD	98		
Protégé	NA	4dr	FWD	98.4	Rotary engine setback from the front spindle centerline to the front spark plug is 4.5".	

Engines - MAZDA

Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction		Notes
B6D	DOHC	78	83.6	1597	Alum, Crossflow	4	Unrestricted	1855	
BP	DOHC	83	85	1839	Alum, Crossflow	4	31nn SIR	2060	
	SOHC	86	86	1998	Alum, Crossflow	2	Unrestricted	1960	
MZR	DOHC	87.38	83.06	1999	Alum, Crossflow	4	31mm SIR	2060	
	SOHC	86	94	2189	Alum, Crossflow	2	Unrestricted	2060	
MZR	DOHC	87.5	94	2260	Alum, Crossflow	4	31mm SIR	2195	Hood bulge allowed w/ no openings.
12A	Street Port			2292			Unrestricted	2060	
12A	Bridge Port			2292			(1) auto-type 2bbl w/ 40mm choke(s).	2060	
12A	Peripheral Port			2292			37mm SIR	2250	
13B	Street Port			2616			Unrestricted	2250	
13B	Bridge / Peripheral Port			2616			37mm SIR	2250	
Renesis	Street Port			2703			Unrestricted	2250	
Renesis	Bridge / Peripheral Port			2703			37mm SIR	2250	

GT3 Cars - MERCURY

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

Engines - MERCURY

Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction		Notes
	SOHC	91	77	1993	Iron, Crossflow	2	Unrestricted	1960	
	SOHC	96	79.4	2301	Iron, Crossflow	2	Unrestricted	2130	Alt. Head: SVO #M-6049-A230

GT3 Cars - MITSUBISHI / EAGLE

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Talon	NA	2dr	FWD	97.3	
Ecplise	NA	2dr	FWD	97.3	

Engines - MITSUBISHI / EAGLE

Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction		Notes
	DOHC	85	88	1997	Alum, Crossflow	4	31mm SIR	2060	
	SOHC	85	88	1997	Alum, Crossflow	2	Unrestricted	1960	
	SOHC	97.5	92	2213	Alum, Non-Crossflow	2	Unrestricted	2060	

GT3 Cars - NISSAN

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

Engines - NISSAN

Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction		Notes
L18	SOHC	85	78	1770	Alum, Non-Crossflow	2	Unrestricted	1805	Alt. Heads: #11041-22010, 11041-U0600-A, 11041-U0602-SV, 11041-21901, 11041-N7120.
L20	SOHC	85	86	1952	Alum, Non-Crossflow	2	Unrestricted	1855	Alt. Heads: #11041-22010, 11041-U0600-A, 11041-U0602-SV, 11041-21901, 11041-N7120.
	SOHC	84.5	88	1974	Alum, Crossflow	2	Unrestricted	1960	
SR20DE/VE	DOHC	86	86	1998	Alum, Crossflow	4	31mm SIR	2060	High port (89-94) and low port (95-01) allowed.
L20 w/ Z22 block	SOHC	87	86	2045	Alum, Non-Crossflow	2	Unrestricted	1960	
NAPZ	SOHC	87	92	2188	Alum, Non-Crossflow	2	Unrestricted	1960	
L24	SOHC	83	73.3	2380	Alum, Non-Crossflow	2	Unrestricted	2060	

KA24E	SOHC	89	96	2389	Alum, Crossflow	3	31mm SIR	2195	An SCCA approved F.I. kit of OEM origin is allowed. Contact the SCCA National Office for p/n's and specs.
KA24DE	DOHC	89	96	2389	Alum, Crossflow	4	31mm SIR	2195	
L26	SOHC	83	79	2565	Alum, Non-Crossflow	2	33mm SIR	2130	
L28	SOHC	86.1	79	2760	Alum, Non-Crossflow	2	33mm SIR	2130	
VG30	SOHC	86.1	83	2899	Alum, Crossflow	2	33mm SIR	2270	

GT3 Cars - PONTIAC

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Fiero	NA	2dr	RWD	93.4	May convert to front engine/rear wheel drive. If OEM engine location is used (rear engine) IRS weight penalty is waived. Air cleaner may protrude through engine hatch.

Engines - PONTIAC

Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction		Notes
	OHV	101.6	82.55	2677	Alum, Crossflow	2	33mm SIR	2270	

GT3 Cars - PORSCHE

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
911 Coupe & Targa	-68	2dr	RWD	87.0 / 89.4	Windshield may be removed on Targa and a low front hoop may be fitted. Rear rim width: 8". Factory spoiler: #930-512-023-00 & 930-512-021-00 (or kit #930-512-901-01). No alternate materials or reproductions.
914	NA	2dr	RWD	96.5	Top panels may remain if securely bolted or pinned. Windshield may be removed and a low front hoop roll cage fitted. (75-76) bumpers allowed.
924	NA	2dr	RWD	94.5	
944	NA	2dr	RWD	94.5	
Boxster	NA	2dr	RWD	96.5	

Engines - PORSCHE

Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction		Notes
	OHV	94	70.9	1968	Alum, Crossflow	2	Unrestricted	1960	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.
	SOHC	86.5	84.4	1984	Alum, Crossflow	2	Unrestricted	1960	Alt. Head: #933-104-302-50.
	SOHC	80	66	1991	Alum, Crossflow	2	Unrestricted	1960	OEM 2-valve air cooled heads may be modified to utilize two (2) spark plugs per cyl. Alt Head: 911-104-302-OR (w/sealed injector port).
	SOHC	84	66	2195	Alum, Crossflow	2	Unrestricted	2060	OEM 2-valve air cooled heads may be modified to utilize two (2) spark plugs per cyl.
	SOHC	84	70.4	2341	Alum, Crossflow	2	Unrestricted	2130	
	SOHC	100	78.9	2478	Alum, Crossflow	2	33mm SIR	2270	Alt. 4 valve head: #944 104 013 03 w/ 31mm SIR @ 2270lbs .

	SOHC	104	78.9	2681	Alum, Crossflow	2	33mm SIR	2270	
	SOHC	90	70.4	2687	Alum, Crossflow	2	33mm SIR	2270	
	SOHC	100	88	2766	Alum, Crossflow	2	33mm SIR	2270	
	SOHC	92	70.4	2808	Alum, Crossflow	2	33mm SIR	2270	
	SOHC	95	70.4	2992	Alum, Crossflow	2	33mm SIR	2270	OEM 2-valve air cooled heads may be modified to utilize two (2) spark plugs per cyl.

GT3 Cars - SAAB

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

Engines - SAAB

Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction		Notes
	SOHC	87	78	1854	Alum, Crossflow	2	Unrestricted	1960	
	SOHC	90	78	1985	Alum, Crossflow	2	Unrestricted	1960	
	DOHC	90	78	1985	Alum, Crossflow	4	31mm SIR	2060	

GT3 Cars - SCION

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
tC	-5	2dr	FWD	93.7	May use any class legal Toyota engine.

GT3 Cars - TOYOTA

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Celica	94-99	2dr	FWD	99.4	
Celica	00-05	2dr	FWD	102.4/93.7	
Celica Sport, Coupe GT, ST, Liftback GT	NA	2dr	FWD	98.3	
Corolla	NA	2, 4dr	FWD	94.5/102.4 / 93.7	
MR-2	-89	2dr	RWD	91.3	
MR-2	99-02	2dr	FWD	91.3	
Paseo	92-99	2dr	FWD	93.7	
Tercel	-91	4dr	FWD	95.3 / 93.7	

Engines - TOYOTA

Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction		Notes
4AG	DOHC	81	77	1587	Alum, Crossflow	4	Unrestricted	1855	
4AG	DOHC	81	85.5	1762	Alum, Crossflow	4	Unrestricted	1960	
7AFE	DOHC	81	85.5	1762	Alum, Crossflow	4	Unrestricted	1960	Alternate heads 11101-16010 and 11101-16030.
	OHV	85	78	1770	Alum, Crossflow	2	Unrestricted	1855	2TG cyl. head allowed.
1ZZ	DOHC	79	91.5	1794	Alum, Crossflow	4	Unrestricted	1960	
2ZZ	DOHC	82	85	1796	Alum, Crossflow	4	Unrestricted	1960	
3S	SOHC	84.2	90.1	1998	Alum, Crossflow	2	Unrestricted	1960	
20R	SOHC	88.5	89	2189	Alum, Crossflow	2	Unrestricted	2060	
2AZ	DOHC	88.5	96	2362	Alum, Crossflow	4	31mm SIR	2195	

	DOHC	95	89	2438	Alum, Crossflow	4	31mm SIR	2270	Alt. head: #11101-75015.
GT3 Cars - TRIUMPH									
Model	**Years**	**Body Style**	**Drive-line**	**Wheel-base (in)**	**Notes**				
GT6, GT6+ & Mk III	-74	2dr	RWD	83					
TR-250 / TR-6	NA	2dr	RWD	88	Windshield may be removed and a low front hoop roll cage fitted.				
Engines - TRIUMPH									
Engine Family	**Engine Type**	**Bore (mm)**	**Stroke (mm)**	**Disp. (cc)**	**Head Type**	**Valves / Cyl.**	**Fuel Induction**		**Notes**
	OHV	74.4	75.9	1998	Iron, Non-Crossflow	2	Unrestricted	1855	
	OHV	74.4	95	2498	Iron, Non-Crossflow	2	Unrestricted	2130	
GT3 Cars - VOLKSWAGEN									
Model	**Years**	**Body Style**	**Drive-line**	**Wheel-base (in)**	**Notes**				
Beetle	98-01	2dr	FWD	98.9					
Corrado	NA	3dr	FWD	97.3					
Golf & GTI	NA	3, 5dr	FWD	97.3 / 98.9					
Jetta	NA	4dr	FWD	97.3					
Rabbit	75-84	3, 5dr	FWD	94.5					
Scirocco	NA	3dr	FWD	94.5					
Engines - VOLKSWAGEN									
Engine Family	**Engine Type**	**Bore (mm)**	**Stroke (mm)**	**Disp. (cc)**	**Head Type**	**Valves / Cyl.**	**Fuel Induction**		**Notes**
	SOHC	79.5	86.4	1715	Alum, Non-Crossflow	2	Unrestricted	1805	Alt. Eurospec Sports cyl. head may be used.
	SOHC	81	86.4	1780	Alum, Crossflow	2	Unrestricted	1855	Alt. Eurospec Sports cyl. head may be used.
	DOHC	81	86.4	1780	Alum, Crossflow	4	Unrestricted	1960	
058, 06A, 06B	DOHC	81	86.4	1780	Alum, Crossflow	5	Unrestricted	1960	
	SOHC	82.5	92.8	1984	Alum, Crossflow	2	Unrestricted	1960	Alt. Eurospec Sports cyl. head may be used.
	DOHC	82.5	92.8	1984	Alum, Crossflow	4	31mm SIR	2060	
GT3 Cars - VOLVO									
Model	**Years**	**Body Style**	**Drive-line**	**Wheel-base (in)**	**Notes**				
122S	NA	2dr	RWD	102.5					
142 / 142E	NA	2dr	RWD	102.5					
242 / 244DL	NA	2dr	RWD	104					
S40	NA	4dr	FWD	100.4					
Engines - VOLVO									
Engine Family	**Engine Type**	**Bore (mm)**	**Stroke (mm)**	**Disp. (cc)**	**Head Type**	**Valves / Cyl.**	**Fuel Induction**		**Notes**
	OHV	88.9	80	1986	Iron, Non-Crossflow	2	Unrestricted	1855	
B20	SOHC	92	80	2127	Alum, Crossflow	2	Unrestricted	2060	
B21	SOHC	96	80	2320	Alum, Crossflow	2	Unrestricted	2130	

GTL

1. Cars – Mazda, classified in TB 09-02, Add the following to all note sections except the RX-3 and RX-7: Rotary engine setback from

the front spindle centerline to the front spark plug is 4.5".

2. Add the Toyota 2ZZ engine: DOHC 4 valve aluminum crossflow, bore 82mm, stroke 85mm, displacement 1796cc, fuel induction 24mm SIR, weight 2050.
3. Toyota 7AFE engine, add to Notes: Alternate heads 11101-16010 and 11101-16030.
4. Add the Nissan MR18DE engine: DOHC 4 valve aluminum crossflow, bore 84mm, stroke 81.1mm, displacement 1797cc, fuel induction 24mm SIR, weight 2050.
5. Engines – BLMI, 1275/1380/1399 p. 316, change the weights as follows: 1275@~~1569~~ *1730* 1380@~~1648~~ *1809* 1399@~~1708~~ *1869*.

Improved Touring

1. Clarify section 9.1.3.D.1.a.4 by adding a sentence after the first sentence: "All air must also pass through the stock air metering device, eg MAF, or AFM, etc if so equipped."

ITR

1. Mazda RX-8, classified in TB 09-02, change the weight as follows: ~~2985~~ *2850*.

ITS

1. Ford Mustang LX V-6 (94-98), p. 347, change the weight as follows: ~~2850~~ *2470*.
2. Mazda RX-7 (13B) (86-91), p. 349, add the convertible to the spec line.

ITB

1. Volvo 242/244 2.0 (1975), p. 371, change the specs as follows: trans ratios: 3.13, 1.99, 1.36, 1.00, .79, valve size (I) 44.0 (E) 35.0, Brakes 262 front vented, rear 280 solid.
2. Volvo 240 2.3 (83-85), p. 371, change the specs as follows: valve size: (I) 44.0 (E) 35.0, Brakes 262 front vented, rear 280 solid.
3. Volvo 242/244 2.1 (76-81), p. 371, add the 1982 model year, and change the specs as follows: valve size: (I) 44.0 (E) 35.0, Brakes 262 front vented, rear 280 solid.

Production

FP

1. Porsche 914-4, p. 446-447, increase the choke size to 38mm.
2. Nissan/Datsun SPL 311/311-U, p. 444-445, add the 46mm H46 Hitachi/SU to the carb. No. & type column.
3. Austin-Healey Sprite Mk. II, III, IV MG Midget Mk I, II, III, IV & 1500 Healy, p. 438-439, ~~1275 @ 1680~~ *1275 @ 1630*.
4. Triumph Spitfire Mk. IV & 1500, p. 448-449, ~~1296 @ 1730~~ *1275 @ 1680*.

HP

1. Renault Alliance 1.4, p. 458-459, Change Alliance to Alliance/Encore. Increase maximum wheel size to 13 x 7. Add to the carb. No. & type column as follows:
2. Renault Alliance/Encore 1.7 (84-87), p. 458-459, add to the carb. No. & type column as follows: "Weber 32 mm drt down draft carb".
3. Add 100#s to 1488cc Honda powered cars in HP.
4. Honda CRX 1.5 (88-91), p. 456-457, change the intake and exhaust valve size as follows: (I) ~~29.0~~ *29.1* (E) ~~25.0~~ *25.1*.

American Sedan

1. Clarify section 9.1.6.D.4.d.7.d. Suspension Mounting Points: Pick-up points on the rear axle housing may be relocated. The removal and / or replacement of the rear suspension torque arm on GM F-body cars and the upper arm on Ford Mustangs is allowed. *Pick-up points, on the chassis, for front and rear lower control arms, shocks and springs, must remain in the original location.*
2. Clarify section 9.1.6.D.4.b.1: Springs of any origin may be used, provided they are of the same number and type as originally fitted and that they ~~may~~ *must* be installed in the original location. *Coil over springs and shocks are prohibited, unless fitted as original equipment.*
3. Clarify section 9.1.6.D.4.d.5: Bushing material is unrestricted except that *bushing material must be at least as stiff as stock (i.e. equal or higher durometer rating). "Air", foam or other soft materials that render the control arms ineffective, are strictly forbidden.* Control arm to spindle ball joints must be stock or equivalent replacement. Ball joint may be welded or positively attached. Original unmodified control arms must be retained. Pins, keys, or weldment may be used to prevent the rotation of alternate bushings, but may serve no other purpose that that of retaining the bushing in the desired position.
4. Camaro & Firebird (98-02) Restricted Prep., p. 476, SS/WS6: ~~3580~~ *3530*.
5. GTO (04-05) Restricted Prep., p. 479, ~~3630~~ *3530*.
6. GTO (2006) Restricted Prep., p. 479, ~~3680~~ *3530*.
7. Clarify section 9.1.6.D.1.m: ~~Solid, one-piece steel or stainless steel (no titanium/titanium alloy) intake and/or exhaust valves are permitted.~~ *Only stock, steel, or stainless steel intake and exhaust valves are permitted. Titanium or titanium alloy valves are not permitted.* Valve and valve seat specifications shall comply with Section F – Engine Build Sheets, Drawing 1 & 2.
8. Clarify section 9.1.6.D.5.e: Brake lines may be replaced with steel lines or Teflon lined metal braided hoses. Lines/hoses may be relocated and may be given additional protection. Brake fittings, adapters, and connectors are unrestricted. Brake system circuitry may be revised. The original master cylinder may be replaced with any single or dual master cylinder (with balance bar). The pedal assembly, including the clutch pedal and clutch and brake master cylinders, mechanical linkage and hydraulic lines, may be modified or replaced. The pedal assembly, and master cylinders, may be relocated. The throttle pedal may NOT be relocated. The brake booster may be modified, replaced or removed. A brake bias adjustment cable is permitted.

Firewalls and cowlings may be modified to allow for installation of the pedals and master cylinders. Modification must be the minimum required to complete the installation, and shall not serve any other purpose. Two brackets or tubes, between the front roll cage cross tube, and the firewall may be added. These brackets or tubes must not serve any other purpose and are not considered roll cage attachment points.

Spec Miata

1. Clarify section 9.1.8.C.4.a.1 by adding the Bilstein part numbers to the existing Mazdaspeed part numbers as follows: Bilstein # B46-1488 front; B46-1489 rear.
2. Allow the 94-95 and 96-97 cars to update to the 4.30:1 rear axle ratio as found in the 99+ cars. Use of the 90-93 differential is not permitted. Effective date of 1-1-10 for both Regional and National events. The change would be required for National events on 6-1-10 and for Regional events on 1-1-11.
3. Mazda MX-5/Miata (94-95), p.505, change the weight as follows ~~2385~~ *2375*
4. Mazda MX-5/Miata (96-97), p.505, change the weight as follows ~~2385~~ *2375*
5. Clarify section 9.1.8.C.6.d by making the following change: "If spacers are used they shall be no greater than 13mm and equal ~~on all four corners~~ per axle."

Sports Racing

1. In Table 9.1.9.A.2 Table, Line P, Req'd Restrictor, change 36mm SIR to 38mm SIR.

Super Touring

1. Clarify section 9.1.4.2.B.4 by adding the following language: The Mazda 13B and Renesis rotary engines are permitted at 2600 lbs. The 13B may be street ported. The Renesis shall remain unported. The Mazda 12A Street Port is permitted at 2450 lbs.*12A induction: (1) Nikki 4 bbl carburetor w/ primary choke(s) bored to match secondary choke(s) on a stock manifold or (1) Auto-type 2 bbl w/ 38mm choke(s) on a "dual-y" manifold*".

Touring

T1

1. Dodge Viper RT-10/ RT-10 ACR & GT-S / GT-S ACR (96-02), p. 567, change the weight as follows: ~~3560~~ *3460*. Add to the notes as follows: "May update to 03-06 Viper brakes."
2. Chevrolet Corvette C6 Coupe (05-09), add the Grand Sport to the spec line. Add the following note to the Wheel Size (inch) column: "(Grand Sport must comply with these wheel specifications.)" Add to the notes as follows: "C6 LS2 may upgrade to the Grand Sport brakes with no weight penalty."

T2

Ford Mustang Mach 1 (03-04), p. 587, change the weight as follows: ~~3480~~ *3230*. Add the following to the notes: "Cobra R brakes are permitted with an additional 25 lbs added."

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS
RANDI SNIDER vs. SOM, COA REF. NO. 09-27-NP
OCTOBER 8, 2009

FACTS IN BRIEF

At the Double Regional races held at Infineon Raceway September 4 – 6, 2009, a Request for Action (RFA) was filed by Assistant Chief Steward-Tech, Larry Albedi, for a violation of GCR 2.1.4. (Reckless or Dangerous Driving) against Randi Snider, driver of SRF #48. The Stewards of the Meeting (SOM) Richard Raymond, Morris Hamm and Mary Lou Robson, Chair, held a hearing and investigated the RFA. The SOM awarded the penalty of a four race weekend probation and added completion of a SCCA Drivers School as a special condition for fulfillment of the Probation penalty. Ms. Snider is appealing their decision.

DATES OF THE COURT

The Court of Appeals (COA) David Nokes, JoAnne Jensen, Alternate ,and Bob Horansky, Chairman, met on September 23 and October 8, 2009, to hear, review, and render a decision on the appeal. Richard Templeton, regular member of the Court, recused himself as he was an official at the event.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Randi Snider, driver of SRF #48, received September 14, 2009.
2. Official Observer's Report and related documents, received September 21, 2009.
3. Verbal testimony from Mary Lou Robson, Chair SOM of the event, received September 23, 2009.
4. Email from Larry Albedi, Tech Steward, received September, 22, 2009.
5. Email from Dick Clift, driver of SRF #35, received September 22, 2009.
6. Event Flagging and Communications Log and Notes, received October 6, 2009.

FINDINGS

During the event, Ms. Snider was involved in the following incidents: Practice on September 4, 2009: "Spin and Continue" at station 6A; Qualifying on same date: "Spin and Continue" at stations 11 and 3A. Race on September 5, 2009: "Spin and Continue" stations 2, 4, 11 and 2 for the second time. An unsafe course reentry was also reported for the first spin at station 2. During the race, Ms. Snider was shown the Closed Black Flag twice during Race 1. During the qualifying session for Race #2 of the weekend, Ms. Snider had a "Spin, off and On" with an unsafe reentry reported from station 10, and was involved in a metal-to-metal contact with SRF #35 at station 4. Mr. Clift, driver of SRF #35, provided testimony to the COA that the minor contact was his fault.

In her Letter of Appeal,Ms. Snider requested that the COA nullify or greatly reduce her penalty for the following reasons. First, most of her spins were caused by rear brakes locking under heavy braking due to improperly adjusted brake bias; that her reentries after going off course were safe; that she obeyed the Closed Black Flags, by backing off the throttle for the remaining laps. Additionally, she stateed that Tech Steward Larry Albedi lost his temper with her during their discussion of the incidents in Post-Race Impound, and that the Chief Steward should have handled the RFA, rather than Mr. Albedi.

The COA found that Ms. Snider was involved in numerous incidents where her car was not under proper control in four on-track sessions. Further, the Chief Steward has the authority under GCR 5.1. (Principal Officials) to delegate any of their duties to assistants, such as Tech Stewards. Finally, there is no collaborating evidence of a violation of GCR 2.1.7. (Unsportsmanlike Conduct) by any party in the Impound area.

DECISION

The Court of Appeals, after review of all of the information presented, upholds the decision of the SOM. The appeal was properly presented and the appeal fee, less the amount retained by SCCA, shall be returned to Ms. Snider.

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS
MARK FROST VS. SOM, COA REF. NO. 09-28-GL
OCTOBER 20, 2009

FACTS IN BRIEF

A! the Double Regional Race held at Mid-Ohio Raceway, September 5-6, 2009, Charles Campbell (SM #98) protested Mark Frost (ITA #75) for several violations of the GCR. One charge, violating GCR 6.2.2.J.1, (Improving Position on Pace Lap), was withdrawn by Mr. Campbell as it was the subject of a Chief Steward's Action (CSA) where Mr. Frost was penalized three finishing positions. The remaining charge for violating GCR 6.8.1. (On Course Driver Conduct) was heard by the Stewards of the Meeting (SOM) John Pfetzing, Fred McAninch, Debbie LaFond, and Ann Burke, Chairperson.

After completing their hearing, the SOM upheld the protest and assessed the penalty of three- race Probation to Mr. Frost. He is appealing that decision.

DATES OF THE COURT

The Court of Appeals (COA) David Nokes, Dick Templeton and Bob Horansky, Chairman, met on October 8 and 15, 2009, to hear, review, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Mark Frost, driver of ITA #75, received by the COA October 8, 2009.
2. Official Observer's Report and related documents, received October 8, 2009.
3. Video's from Mark Frost, received October 13, 2009, and from Dennis Mathias, SM #88, per request of Mr. Campbell, received on October 14, 2009.

FINDINGS

The SOM conducted a thorough hearing, interviewing several witnesses, plus the two drivers, and viewed the video from Mr. Frost's car. The Mathias video was not available to the SOM at the event.

In his Letter of Appeal, Mr. Frost makes several assertions: that first the protest was vexatious, that Mr. Campbell hit him in the "Keyhole" turn (Station #3), plus comments about his spin on the pace lap, a contact with a car at Station #11 later in the race and that the SOM decision also removed three Great Lakes Division Championship Series points from his record.

The Court of Appeals reviewed the evidence and documents received and agrees with the SOM that the great preponderance of evidence shows that Mr. Frost did not allow sufficient racing room, causing the contact to occur. The CSA for the pace lap incident was not protested by Mr. Frost; therefore it cannot be appealed and is not addressed by the Court in this decision.

DECISION

The Court of Appeals upholds the SOM decision in its entirety. The COA finds that Mr. Frost's appeal was properly presented and his appeal fee will be returned, less the amount retained by SCCA.

COURT OF APPEALS

JUDGMENT OF THE COURT OF APPEALS
Zack Skolnick vs. SOM COA Ref. No. 09-29-SE
November 12, 2009

FACTS IN BRIEF

At the Goblins Go Regional Race at VIRginia International Raceway, October 25, 2009, Clyde Kiser, Assistant Chief Steward (ACS), issued a Chief Steward's Request for Action (RFA) against Zack Skolnick for violation of GCR 2.1.3 and 2.1.7 (fraudulent act and unsportsmanlike conduct) for altering the weight of his underweight racecar and attempting to reweigh during impound. Mr. Skolnick was also disqualified from the race by a Chief Steward's Action (CSA) issued by Mr. Kiser for noncompliant weight as reported at post race impound. Mr. Skolnick was not yet aware of this CSA when he attempted to have his car reweighed with altered weight.

The Stewards of the Meeting (SOM) Walter Michael, John Willes, and John Nesbitt, Chairman, held a hearing, interviewed Messers. Alfred Matthews and Jeff Lengel, co-Chiefs of Tech, and Mr. Skolnick, and reviewed the Tech scale log. The SOM found Mr. Skolnick in violation of GCR 2.1.7. and penalized him one month suspension and six-event probation. Zack Skolnick appealed the decision stating that since he had already been disqualified at post race impound, the fact that he left impound, added weight, and returned to impound was irrelevant and should not result in additional penalty. He also stated that he believed he was penalized because he left impound too early.

DATES OF THE COURT

The Court of Appeals (COA), JoAnne Jensen, Alternate, Dick Templeton, and Bob Horansky, Chairman, met on November 5 and 12 , 2009, to hear, review, and render a decision on the appeal. David Nokes recused himself from this action.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Emailed Letter of Appeal from Jon Skolnick dated October 26, 2009.
2. Emailed Letter of Appeal amendment from Zack Skolnick dated November 2, 2009.
3. Official Observer's Report and related documents, received October 28, 2009.
4. Emails from John Nesbitt, dated October 29 and November 2, 2009.
5. Email statement from Clyde Kiser, dated October 29, 2009.
6. Email from Ginny Condrey, Registrar, dated October 30, 2009.

FINDINGS

Mr. Skolnick's car was properly and repeatedly weighed during post-race impound and found to be underweight by 12 pounds. Mr. Skolnick drove his car from impound to retrieve his vehicle logbook and when he returned, he requested that his car be reweighed. Reweighing was performed resulting in a new, compliant weight. The car was found by Messers. Mathews and Lengel to contain tools and water bottles whose combined weight accounted for the new, higher weight. Mr. Skolnick testified to the SOM that he had placed these items in the car and that he added the weights in an attempt to meet legal weight so that he could retain his finishing position. His witness statement asserted that he had not weighed his car at the track before the race this weekend; however in his Letter of Appeal, his testimony to the SOM, and statements to Mr. Lengel during impound, he claimed to have used the track scales prior to the race and been compliant. The logs of scale activity did not list Mr. Skolnick as having used them during the weekend.

Mr. Skolnick was not penalized for removing his car from impound as his appeal alleges. Mr. Skolnick was penalized for asking to have his car reweighed after altering his car, claiming that the initial weighing performed at impound was incorrect. The COA finds this action a violation of GCR 2.1.7 (unsportsmanlike conduct).

DECISION

The Court of Appeals upholds the decision of the SOM in its entirety. Mr. Skolnick provided no new evidence and his appeal fee will be retained by SCCA.