Board of Directors Meeting Minutes
3 December 2022

The Secretary acknowledges that these minutes may not appear in chronological order and that all participants may not have been present during the entire meeting.

The Board of Directors met at the Kansas City Airport Hilton Hotel, December 3, 2022, at 8:00am CST.

Area Directors attending: Peter Jankovskis, Chairman, Area 5; Steve Strickland, Vice-Chairman, Area 12; KJ Christopher, Treasurer, Area 7; Clay Turner, Area 8; Chris Albin, Area 6; Jack Burrows, Area 2; Chuck Dobbs, Area 10; Peter Schneider, Area 1; Dayle Frame, Area 4; Dale Shoemaker, Area 11; and Jeff Zurschmeide, Area 13.

2023 Incoming Directors attending: Bob Crawford, Area 2; Mark Weber, Area 6

Directors not in attendance: Charlie Davis, Area 9; Lyn Hodges Watts, Area 3

National Staff: Attending were Michael E. Cobb, President & CEO; Eric Prill, VP Road Racing; Chris Robbins, Director, Region Development; Jeff Dahnert, Sr. Director, Finance & Administration; Heyward Wagner, Sr. Dir. Rally/Solo & Experiential Programs; Aimee Thoennes, Sr. Manager Membership Services; Deanna Flanagan, Director, Road Racing, John Bauer, Sr. Manager Information Technology and Mary Hill, Executive Assistant.

Robey Clark, President of SCCA Enterprises, participated via Zoom.

Call to Order – Vice Chairman, Strickland – 8:00AM CST

Roll Call – Vice Chairman, Strickland

Introduction of 2023 Board Member Elects – Bob Crawford, Area 2 and Mark Weber, Area 6

Road Racing – Eric Prill/Deanna Flanagan provided an overview to the Board. Staffing Update: Kellie Barker replaced Claudine Stueve as Road Racing Assistant Manager prior to 2022 Runoffs. Road Racing Technical Manager Rick Harris plans to retire at the end of Q1 2023. Scott Schmidt will be promoted to the role of Technical Manager and Scott Dobler will be hired to fill Schmidt's former Technical Assistant position. Discussion of US Majors Tour/Hoosier Super Tour 2023 changes including a small reduction in track time minimums to allow the option of scheduling an additional run group, adding a driver coach for HST events, live streaming coverage of all HST events, and three West Coast HST events. Discussion of 2022 Runoffs with noted improvement in on-track experience. Look forward to celebrating the 60th anniversary Runoffs in 2023. Discussion of the Enduro Racing Board (ERB) focus for 2023. ERB Chair Jon Krolewicz will focus on developing events with regions. Discussed efforts to recruit the next generation of workers including progress on developing online training program and routing referrals from IMSA website directly to F&C captains for events.

Chris Robbins provided an update on Region Development and Training including 2023 National Convention planning and its execution online. Chris noted that 2024 will be the 80th anniversary of the Club. The Board will decide if the 2024 Convention should be a Hybrid event with a live F2F element. Development of SCCA Academy online training continues with guidance from the Training & Development Committee.

Heyward Wagner and Rick Myers provided an overview/update on Rally/Solo/Experiential. Rick reported good progress working with the SEB. 2024 will be the 50th anniversary of the Solo Nationals. Expect event could attract 1300 to 1400 entries, substantial increase relative to 1100 that is more typical. Discussed plans for 2023 Time Trials Nationals. Discussed status of Rally Cross and Rally Sprint programs, options for 2023.

Robey Clark reported on SCCA Enterprises via Zoom. Enterprises successfully navigated through supply chain issues, including delivering more than 250 of the newly introduced Sadev transmission to SRF competitors. Enterprises expects profits for the year will exceed budget.

Aimee Thoennes/John Bauer reported progress on a number of IT initiatives and plans for 2023. The Board thanks Aimee and John for their work updating existing systems and recognizes the significant improvements they have brought to the organization.

Jeff Dahnert – provided a financial update to the Board. Club and its subsidiaries are expected to be profitable for the year.

Mike Cobb – discussed strategic plan and initiatives funded within 2023 budget. Motion to Approve the 2023 Budget as presented, including additional $200,000 Investments as outlined in the "Investments Recommendations". Motion – KJ Christopher; Second – Chris Albin - PASSED

Marketing Update – Kristen Poole provided a marketing update to the Board. Her pre-recorded presentation included an overview of Marketing Team changes, 2023 BoD communications, and Higher Logic Implementation to enable drip marketing campaigns.

Operations Manual – Peter Schneider indicated that all comments received since the last meeting had been reviewed. The comments resulted in modest changes to the document. Motion to Approve the Revised Operations Manual. Motion – Peter Schneider; Second – Jack Burrows; PASSED. The BoD thanks the Governance Committee for their hard and extensive work on this project. During 2023, the Governance Committee plans to focus on updating the Board of Directors Handbook.

Board of Directors Nomination Process – KJ Christopher, provided an update to the Board in Executive Session.

The Board went into executive session at 1:30pm

The Board resumed regular session at 2:30pm

Quantum/Next Steps/Follow Up – Steve Strickland reviewed reports received from Quantum following their session with the BoD in July. Consensus was that their recommendations should be reviewed by the Governance Committee for further action.

Rule Changes –

SEB – Motion to Accept Rules Package as presented by the SEB with the following changes: #7 Tire Availability Changes effective date 1/1/2024 and #23 Oil injection vs. oil pre-mix – removed from Package as the matter is now covered in the GCR. Motion – KJ Christopher; Second – Jack Burrows; PASSED

Rally Cross – Motion to Approve the RXB Rule Package as submitted, Motion - Dale Shoemaker; Second - Peter Schneider; PASSED

Rally Sprint – Motion to suspend Rally Sprint 1 and Rally Sprint 2 indefinitely. Motion – Dale Shoemaker; Second Clay Turner; PASSED

Rally Sprint – Motion to continue the Rally Sprint 3 Class subject to receipt and approval by the Board of Directors of a revised rules package for the Class. Motion – Dale Shoemaker; Second – Clay Turner; PASSED

Road Rally – Motion to approve changes to Appendix A of the Road Rally Rulebook. Motion – Peter Jankovskis; Second – Steve Strickland; PASSED

Liaison Reports –

Dayle Frame provided an EVAC update and report.

Executive Stewards – Motion to Accept list of 2023 Executive Stewards. Motion – Chuck Dobbs; Second – Jack Burrows. PASSED

Ken Blackburn
Kevin Coulter
Lauri Burkons
Mike West
Dave Deborde
Matias Bonnier
Gloria Larson
Paul Gauzens
Barb Knox
James Rogerson

Court of Appeals – Motion to Accept list of 2023 Court of Appeals members. Motion – Jack Burrows; Second – Peter Schneider. PASSED

Jack Kish
Costa Dunias
Jeffrey Neiss
Bev Heilicher
James Foyle

SEB Motion to Accept list of 2023 SEB members. Motion – KJ Christopher; Second – Peter Jankovskis. PASSED – The Board of Directors thanks Bob Davis for his service on the Solo Events Board.

Chair - Mark Scroggs
Keith Brown
Marshall Grice
Mark Labbancz
Zack Barnes
Nick Dunlap
John Vitamvas

Motion to Accept list of 2023 RRB members with Mike Bennett as Chair, extending his term as Chair beyond six years. Motion – Chris Albin; Second – Peter Schneider. PASSED

Chair - Mike Bennett
Larry Schoinick
Wendy Harrison
James Hayslip
Carl Staab
Jessica Toney
Jeanne English (RRB Secretary-not RRB member)

Motion to add Sam Fouse and Dave Lancaster to the ERB. Motion – Steve Strickland; Second – Chuck Dobbs; PASSED.

Awards –

Woolf Barnato – BoD accepted recommendation of Rocky Entriken as recipient.

Member of Excellence – Motion that the Board accept the Member of Excellence nomination of Lee Hill. Motion – Clay Turner; Second – Chuck Dobbs; PASSED

The Board recognized outgoing Directors Jack Burrows and Chris Albin, thanking them for their dedication and service to the Club.

The Board also thanked Mary Hill for her support throughout the year.

Motion to adjourn the 2022 Meeting Session – Motion – Jack Burrows; Second – Chris Albin; PASSED 4:27PM

2023 Meeting Call to Order – Steve Strickland 4:27PM

2023 Board of Director Meeting Dates –

Virtual Fourth Monday of the month.

Face to Face Meeting Dates – Friday, August 4 and Saturday, August 5; Saturday, December 9.

Motion to Accept 2023 SCCA Board of Directors Officers and Appointments – Motion – Clay Turner; Second – Mark Weber; PASSED

Chairman – Peter Jankovskis
Vice Chairman – Steve Strickland
Secretary – Lyn Hodges Watts
Treasurer – KJ Christopher
1st Alt – Dale Shoemaker

Motion to Adjourn – Motion – Steve Strickland; Second – KJ Christopher; PASSED

Adjourned at 5:40pm

Respectfully submitted,

Mary H. Hill

Below are the Motions held in November, December and beginning of January.

November Motions – The below Motions were placed for vote by the SCCA Board of Directors – ALL MOTIONS PASSED.

Motion to Accept the Slate as presented for the 2023 RallyCross Board and thank Mark Macoubrie and Charles Wright for their service.

Motion - Charlie Davis

Second - Peter Jankovskis

Chairman: Josh Armantrout - Milwaukee Region - #380357

John England - Ohio Valley Region - #426703

Kent Hamilton - Arctic Alaska Region - #261718

Phil LaMoreaux - New England Region - #372880

Christian Retterer - Atlanta Region - #427036

Gonzalo San Miguel - Utah Region - #346936

Samantha Steelman - Milwaukee Region - #62726

December Motions – The below Motions were placed for vote by the SCCA Board of Directors - ALL MOTIONS PASSED.

Motion to approve the 2023 budget including strategic investment.

Motion - KJ Christopher

Second - Chris Albin

Motion to Approve the Revised Operations Manual.

Motion - Peter Schneider

Second - Jack Burrows

Motion to Suspend Rally Sprint 1 & Rally Sprint 2 Indefinitely.

Motion - Dale Shoemaker

Second - Clay Turner

Motion to Accept the Rules Package as presented by the SEB with the following changes:

#7 Tire Availability Changes effective date 1/1/2024

#23 Oil injection vs. oil pre-mix - removed from package as the matter is now convered in the GCR.

Motion - KJ Christopher

Second - Jack Burrows

General

ITEM 1) Sound Regulations Clarification

Change text in Appendix H as follows:

"The maximum allowed vehicle sound level will be 100.*0* dBA.

If a driver in a vehicle exceeds 100.*0* dBA, the driver will be allowed to attempt a viable remedy to functionally alter the exhaust system to reduce the sound level of the vehicle before his/her next run that day."

(SCCA Fastrack News, Jun 2022, Sep 2022, #30826)

ITEM 2) SUV Eligibility for Solo

Change text in 3.1 as follows:

"3.1 Eligible Vehicles

A Solo® event is open to any vehicle that can pass safety (tech) inspection, has the minimum bodywork specified by these Rules, and is properly muffled, except that vehicles with wheelbases exceeding 116" may be excluded by the Event Chairman if he determines, at his discretion, that they cannot readily negotiate the course. This decision shall be made in advance if possible and included in the advance publicity and supplementary regulations. Cars need not be licensed or licensable for road use, so long as they otherwise comply with the SCCA® Solo® Rules.

Models and option packages designated as being of a model year later than the current year are not eligible to compete in National Tour or Solo® National Championships, unless they have been specifically classed by the SEB. A newly-classed model or option package is not eligible for the current year's Solo® National Championships unless its listing was published no later than the July issue of the official SCCA® publication.

Unstable vehicles with a high center of gravity and a narrow track *that do not meet the rollover guidelines below*, ~~including~~ *such as* SUVs, minivans, and ~~4WD~~ pickups, must be excluded. Examples of such vehicles are listed in Appendix A. Extra caution should be exercised with non-traditional vehicles (e.g., trucks using racing slicks)."

(SCCA Fastrack News, Jul 2022, Oct 2022, #30558)

Street Category

ITEM 3) Move Ferraris Off the Exclusion List

Move from Exclusion List to Super Street as follows:

Ferrari

355 (1995-1999)

360 (1999-2005)

F430 (2004-2009)

Lamborghini

Gallardo (2003-2008)

Nissan

GT-R Track Edition (2014)

(SCCA Fastrack News, Oct 2021, Dec 2022, #31058)

ITEM 4) Update Section 13.9.G

Change 13.9.G as follows:

"~~G. On cars without the ability to turn off electronic stability control and/or traction control (ESC/TC) from the manufacturer, modifications to defeat the ESC/TC are permitted. These modification are limited to altering the inputs to the ESC/TC processor (e.g., removing fuses, unplugging yaw or steering angle sensors, altering signals) and may serve no other purpose. Any codes or error lights resulting from ESC/TC modifications are permitted.~~

Use of alternate OEM ESC/TC modes are permitted so long as the alternate OEM modes are accessible though menus (e.g. "dyno mode") or driver-control inputs (e.g. button/pedal press sequences), ~~or coding using an OBD tool (e.g. "VAG-COM"). Manufacturer authorized, vehicle-specific OEM ESC/TC software upgrades / updates are allowed; non-OEM modification of tables/algorithms/parameters is specifically prohibited. Modifications may serve no other purpose.~~ *Any resulting OBD codes or error lights* ~~*resulting from allowed ESC/TC modifications*~~ *are permitted."*

H. Manufacturer authorized, vehicle-specific OEM ESC/TC software upgrades / updates are allowed; non-OEM modification of tables/algorithms/parameters is specifically prohibited. Modifications may serve no other purpose."

NOTE: Based on membership feedback, the proposed allowance which was previously listed as Section I has been removed.

(SCCA Fastrack News, Aug 2021, Sep 2022, #30543)

ITEM 5) Seventh Gen Celica to HS

Change Appendix A listings as follows:

Move from GS to HS:

Dodge

Neon (1995-99)

Plymouth

Neon (1995-99)

Toyota

Celica GT (2000-05)

Celica GTS (2000-03)

Volkswagen

Golf GTI (2006-14)

Jetta & GLI (2.0L Turbo) (2006-12)

(SCCA Fastrack News, Mar 2022, Dec 2022, #32033)

ITEM 6) Roll Cage Clarification

Change 13.2.G.1 as follows:

13.2.G.1 Roll Bars and Roll Cages

~~1. Roll bars may be added. Roll bars may be welded in. Standard rollover hoops and covers may be removed if the resulting installation meets Appendix C.A, Basic Design Considerations. The total weight of components added must not be less than that of components removed.~~

1. Roll bars and roll cages may be added. Roll bars may be welded or bolted in. Roll bars must meet the requirements of section 3.3.2. Standard rollover hoops, covers, trim panels interior parts and rear seats may be removed or modified for clearance. Holes may be added to the chassis to allow installation but may serve no other purpose. Factory seatbelts and airbags must remain fully functional once the roll bar is installed. The total weight of components removed must be less than the total weight of the components added during installation. Competitors are strongly cautioned to make the minimum amount of modification required to affix a given part and to not make unduly tortured interpretations of this rule.

(SCCA Fastrack News, Apr 2022, Dec 2022, #29472)

ITEM 7) Tire Availability Changes

This proposal includes a change to the eligibility cutoff date, the addition of a National Event Exclusion List in place of the current 13.3.C.4 Exclusion List, and some general cleanup of 13.3.

If approved these changes would be effective 1/1/2023.

The main intent of these proposed changes centers around new tire models when they come to market, and at this time none of the currently eligible tire models are targeted to be added to the National Event Exclusion List if these changes are implemented.

Change 13.3 as follows:

"13.3 TIRES

Tires may be replaced with any size that fit the allowable wheels and fender wells without modification. ~~Tires may be excluded for, but not limited to, low volume production, extensive availability limitations and specialty design.~~ Tires must meet *all of* the following *specifications and* requirements to be eligible for use in *the* Street category. ~~No tire model will be eligible for Solo® competition until it meets all requirements of this Section. Tire models not meeting the requirements by April 30 are not eligible for Solo® competition until after the Solo® National Championships of the year.~~ *Any tire may be excluded from National competition for reasons such as, but not limited to, low volume production, availability limitations, specialty design, and/or going out of production.*

A. Specifications

Minimum UTQG Treadwear Grade of 200

Minimum molded tread depth of 7/32" as specified by the manufacturer.

Listed in a current year or prior 2 years of the "Tire Guide®" and/or the "Tread Design Guide®" (www.tireguides.com).

US Department of Transportation (DOT) approval.

Tires must be designed for highway use on passenger cars.

B. Eligibility Requirements – The following are prerequisites before a tire can be used in competition at National Solo® events. *New tire models not meeting these requirements by Jan 1 are not eligible for National Solo® competition until after the Solo® National Championships of that year, however may be used in Regional Solo® events provided all requirements of 13.3.A are met.*

Tire availability – Tires are considered available when competitors can take possession through retail channels. Pre-orders are not considered available.

Tires must be equally available to all competitors. Tires that are in short supply do not specifically violate Section 13.3. Extensive shortages may result in the tire being placed on the *National Event* exclusion list until supply is replenished. Tire variations differing from standard specification, delivered only on a limited basis, or only to selected competitors may not be used.

Tire models must have tires available in at least 4 rim diameters and in at least 6 sizes which meet these requirements.

Material Change – Tires which previously met the eligibility requirements that undergo a significant compound change, tread pattern change, or other significant redesign reset the requirement for eligibility described in Section 13.3.B

A tire model which was previously allowed by these rules continues to be eligible for *National* competition ~~until~~ *unless* specifically ~~disallowed~~ *placed on the National Event Exclusion List.*

Re-introduction – Models that were once discontinued will be considered a new model once reintroduced and must meet all the requirements of Section 13.3.

Tires will not be added to the National Exclusion List after June 30th.

C. Other

Any tire which is OE on a car eligible for Street Category may be used on that car in Regional Solo® events. OE tires must meet all requirements of Section 13.3 to be eligible for National Solo® events.

Tires may be shaved evenly and parallel to the axis of rotation, but may not otherwise be siped, grooved, or modified.

No recap and/or retread tires may be used.

National Event Exclusion List – Tires appearing on the following list are not eligible for SCCA National Solo® events however may be used in Regional Solo® competition.

No tire models are currently listed."

~~The tire must not appear on the following list, which may be altered at any time by the SEB upon notification of membership.~~

~~*No tire models are currently listed.*~~"

(SCCA Fastrack News, Jun 2022, Aug 2022, Dec 2022, #32595)

Street Touring Category

ITEM 8) False Equivalency Between A-arm and Multi-link

Change 14.8.H as follows:

"H. Camber kits (also known as camber compensators) may be installed. These kits consist of either adjustable length arms or arm mounts (including ball joints) that provide a lateral adjustment to the effective length of a control arm. Alignment outside the factory specifications is allowed. The following restrictions apply:

1. On double/unequal arm (e.g., wishbone, *a-arm* ~~multi-link~~) suspensions, only the upper arms OR lower arms may be modified or replaced, but not both. ~~Non-integral longitudinal arms that primarily control fore/aft wheel movement (e.g., trailing arm(s) or link(s) of a multi-link suspension) may not be replaced, changed, or modified.~~

2. On arm-and-strut (MacPherson/Chapman) suspensions, the lower arms may be modified/replaced OR other methods of camber adjustment as allowed by Sections 14.8.B, C, or F may be used, but NOT both.

3. On swing or trailing arm suspensions, the main arms may not be modified or replaced, but lateral locating links/arms may be modified or replaced.

4. Front wheel drive (FWD) cars with rear beam axles may use shims between the rear axle and hubs.

5. The replacement arms or mounts must attach to the original standard mounting points. All bushings must meet the requirements of Section 14.8.B. Intermediate mounting points (e.g., shock/spring mounts) may not be moved or relocated on the arm, except as incidental to the camber adjustment. The knuckle/bearing housing/spindle assembly cannot be modified or replaced.

6. Changes in suspension geometry are not allowed except as incidental to the effective arm length change.

7. On multi-link suspensions only one lateral link or arm per corner may be modified or replaced. Non-integral longitudinal arms that primarily control fore/aft wheel movement (e.g., trailing arm(s) or link(s)) may not be replaced, changed, or modified."

(SCCA Fastrack News, Sep 2021, Jun 2022, Aug 2022, #30465 and #32716)

ITEM 9) Clutch Allowances

The purpose of this rule change is to further define the clutch allowance and to remove any ambiguity in whether it is applicable to automatic transmissions that also have internal clutch assemblies.

Change 14.10.O as follows:

"O. The clutch disk and pressure plate *of traditional, pedal operated manual transmissions* may be modified or replaced."

(SCCA Fastrack News, Feb 2022, Jul 2022, #32025)

ITEM 10) Update 14.10.C

Change 14.10.C as follows:

"C. The air intake system up to, but not including, the engine inlet may be modified or replaced. The engine inlet is the throttle body, carburetor, compressor inlet, or intake manifold, whichever comes first.

The existing structure of the car may not be modified for the passage of ducting from the air cleaner to the engine inlet. Holes may be drilled for mounting. ~~Emissions or~~ *PCV valves and* engine management components in the air intake system~~,~~ such as ~~a PCV valve or~~ mass airflow sensor*s* may not be removed, modified, or replaced, and must retain their original function along the flow path."

(SCCA Fastrack News, Mar 2022, Nov 2022, #32057)

ITEM 11) 986 Boxster from STR to STU

Change Appendix A listings as follows:

Move from STR to STU:

Porsche

Boxster (986 and 987.1; base model) (1997-2008)

Boxster S (986) (2000-04)

Cayman (987.1; base model) (2007-08)

(SCCA Fastrack News, Apr 2022, Nov 2022, #31259)

ITEM 12) Plug and Play Tuning in ST

Change section 14.10.F as follows:

"F. The engine management system parameters and operation of internal combustion engines may be modified only via the methods listed below. Any OE OBD2 or newer communications port functionally must remain. The Check Engine Light (CEL) or Malfunction Indicator Light (MIL) may be disabled via software. Only sensors equipped from the manufacturer may be used for engine management.

1. For all model years, the following allowances apply:

a. The standard PCM/ECU may be re-programmed without restriction.

b. Fuel pressure regulator(s) may be replaced in lieu of electronic hardware or software alterations. It is not permitted to mechanically alter the fuel pressure regulation AND make other hardware or software changes to engine operation.

c. Ignition timing may be set at any point on factory-adjustable distributor ignition systems.

d. Electronic components may be installed in-line between the engine sensors and PCM/ECU. These components may only alter the signal from the sensor in order to affect the PCM/ECU operation. Example: Fuel controllers that modify the signal from an airflow sensor.

2. For 2005 and older model year vehicles:

a. A supplementary ("piggyback") ECU is permitted. It must be plug-compatible with the standard PCM/ECU (no splices) and must connect only between the standard PCM/ECU and its wiring harness.

b. VTEC controllers and other devices may be used which alter the timing of manufacturer electronic variable-valve systems.

3. 1995 and older vehicles may implement a replacement "stand-alone" PCM/ECU."

(SCCA Fastrack News, Apr 2022, Jul 2022, Nov 2022, #31787)

Street Prepared Category

ITEM 13) B-Spec Race Cars in Solo II

Add new paragraph to 15.0 just before "While the rules of the Street Prepared Category…" as follows:

"*Cars eligible for the current Club Racing B-Spec class are permitted to compete in Street Prepared class F (FSP). Vehicles must follow all B-Spec rules including tire requirements. B-Spec cars in FSP may not intermix use of the B-Spec and Street Prepared allowances. The competitor is responsible for being in possession of the B-Spec rules and for ensuring that their car conforms to the rules.*"

(SCCA Fastrack News, Mar 2022, Dec 2022, #31247)

ITEM 14) Transmission Tuning

Add new subsection 15.10.FF as follows:

15.10.FF: The Transmission Control Unit (TCU) may be re-programmed. This allowance only applies to modification of transmission behaviors and does not extend to re-programming any other components.

(SCCA Fastrack News, Mar 2022, Dec 2022, #31855)

ITEM 15) C7 Corvette Factory Rear Spoiler – Wickerbill Spoiler Extension

Change 15.2.I.2.b as follows:

"It is a non-production rear spoiler which is mounted to the rearmost portion of the rear hatch, deck, ~~or~~ trunk lid, *or bodywork*. The spoiler may extend no more than 10" (254 mm) from the original bodywork in any direction. Alternatively, in a hatchback, the spoiler may be mounted to the rear hatch lid at or near the top of the hatch; in such a configuration the spoiler may extend no more than 4" (101.6 mm) from the original bodywork in any direction. The spoiler shall not protrude beyond the perimeter of the original bodywork as viewed from above. The use of endplates is prohibited. Angle of attack is free. The spoiler may not function as a wing."

(SCCA Fastrack News, May 2022, Dec 2022, #31454)

ITEM 16) Street Prepared Classing Proposal

The SPAC and SEB have been monitoring the competitive balance and participation in the classes within the SP category. There is an opportunity to re-organize the classing structure within Street Prepared to decrease the number of classes to make diverse and competitive classes, and to make room for future growth of the category. This proposal has been presented to the membership and refined as a result of their input.

The full set of proposed changes are as follows:

Change the "Classes" subsection of the SP Preamble in Section 15 as follows:

"Classes

Super Street Prepared (SSP): High Performance sports cars, *AWD turbo sedans*, *highest performance muscle cars and foreign grand touring cars*

~~A Street Prepared (ASP): AWD turbo sedans and medium performance coupes and sports cars~~

~~B Street Prepared (BSP): Medium performance 2 seater and 2+2 sports cars~~

C Street Prepared (CSP): Lower *and medium* powered 2 seat *and 2+2* sports cars, and FWD cars

D Street Prepared (DSP): Heavier RWD sports sedans/coupes and FWD cars, *medium performance 2-seater and 2+2 sports cars*

E Street Prepared (ESP): Muscle cars and foreign grand touring cars.

F Street Prepared (FSP): FWD cars with some lower power RWD and AWD cars."

Change the Street Prepared category listings in Appendix A as follows:

STREET PREPARED CATEGORY

Super Street Prepared (SSP)

Acura

NSX (1990-2005)
NSX (2016-21)

Audi

R8 (except GT) (2008-19)
TT RS (2012-13)
*TT RS (2018-19) *Limited Prep**
TTS (2014-19)

BMW

135 & 1 Series M (2008-13)
M2 (non-ZL9)
M235i (2014-16)
M3 (E90, E92, E93) (2007-13)
M4 (F82/F83 chassis)
Z4 sDrive35i & sDrive35is (2012-13)
Z8

Chevrolet

Camaro ZL1 (2017-19)
Camaro ZL1 (2012-13)
Corvette (C7 chassis, all)
Corvette (C6 chassis) (2005-13)
Corvette (C5 chassis) (1997-2004)

Dodge

Viper

Elva

Courier

Ferrari

355
360
Dino 206 & 246 (all)
F430 (all)

Ford

GT
Mustang Shelby GT350/GT350R (S550)

Griffith

(all)

Lamborghini

Gallardo (all excluding Super Trofeo) (2003-13)
Huracan (all) (2014-19)

Lotus

7 & 7A
Elan (RWD)
Elan M100 (FWD, all)
Europa (all)
Elise, Exige, & Exige S (2005-11)

Elite 2+2 & Eclat
Esprit (4-cyl, all)
Esprit (V8)
Evora & Evora S (2010-14)
Evora 400

Mazda

RX-7 (1993-95)

McLaren

600LT *Limited Prep*
620R *Limited Prep*
720S
MP4-12C (all)

Mitsubishi

Lancer Evolution (VIII,IX) (2003-07)
Lancer Evolution (X) & Ralliart (2008-13)

Morgan

V8 (all)

Nissan

GT-R (R35)

Porsche

911 (996 & 997 chassis) (1999-2012)
911 GT2 (996 & 997 chassis, all)
911 GT2 RS (991 chassis) *Limited Prep*
911 GT3 (991 chassis, all)
911 GT3 (996 & 997 chassis, all)
911 Turbo (1976-89)
911 Turbo (964 chassis) (1990-94)
911 Turbo (993) (1996-97)
911 Turbo & Turbo S (991 chassis) (2012-17)
911 Turbo & Turbo S (996 & 997 chassis) (2001-12)
Boxster & Cayman (981 chassis, all)
Boxster & Cayman (987 chassis, all)
Cayman GT4 (2016)

Shelby

Cobra 289

Subaru

Impreza WRX (incl. STI) (2002-14), Legacy (Turbo) (2004-14), & Forester XT (2004-14)
Impreza WRX (incl. STI; excl. Type RA & 2019 STI) (2015-19)

Sunbeam

Tiger (260,289)

Tesla

Roadster (2008-12)
*Model 3 *Limited Prep**
Model S Plaid *Limited Prep*

Toyota

Supra (2020-2022)
Supra (1993.5-98)

~~TVR~~

4-cyl & 6-cyl (all)
V8 (al)

Volkswagen

Golf R (2015-18)

"Catch-all":

Sports car over 2.0L engine not otherwise classified. (See Section 15.1.C for update/backdate limitations.)

~~A Street Prepared (ASP)~~

~~Acura~~

~~NSX (1990-2005)~~

~~Audi~~

~~A4 (2008-16)~~
~~S4 (2000-03)~~
~~S4 (2010-16) & S5 (2013-16)~~
~~TT RS (2018-19) *Limited Prep*~~
~~TTS (2014-19)~~

~~BMW~~

~~135 & 1 Series M (2008-13)~~
~~M2 (non-ZL9)~~
~~M235i (2014-16)~~
~~M4 (F82/F83 chassis)~~
~~Z4 sDrive35i & sDrive35is (2012-13)~~
~~Z8~~

~~Bricklin~~

~~Chevrolet~~

~~Camaro ZL1 (2017-19)~~
~~Camaro ZL1 (2012-13)~~

~~DeLorean~~

~~DeTomaso~~

~~Mangusta (all)~~
~~Pantera (all)~~

~~Dodge~~

~~Stealth Turbo~~

~~Ferrari~~

~~250 (non-LM) 275~~
~~308 Coupe & Spider 330~~
~~348~~
~~365 Daytona GTB,~~

- ~~GTC~~

~~Ford~~

- ~~Focus RS (2016-17)~~
- ~~Mustang Shelby GT350/GT350R (S550) (2015-16)~~
- ~~Mustang Shelby GT500 (S197) (2011-14)~~
- ~~Mustang Shelby GT500 (2020) *Limited Prep*~~

~~Jaguar~~

- ~~E-type (all)~~

~~Mazda~~

- ~~RX-7 (1993-95)~~

~~Mercedes-Benz~~

- ~~CLK 320 & CLK 32 AMG~~
- ~~E36 AMG (2010-16)~~
- ~~SLK55 AMG (R171) (2004-11)~~

~~Mitsubishi~~

- ~~Lancer Evolution (VIII, IX) (2003-07)~~
- ~~Lancer Evolution (X) & Ralliart (2008-13)~~
- ~~3000GT Turbo~~

~~Pontiac & Saturn~~

- ~~Solstice GXP & Sky Redline~~

~~Porsche~~

- ~~911 Turbo (1976-89)~~
- ~~911 Turbo (964 chassis) (1990-94)~~
- ~~911 Turbo (993) (1996-97)~~
- ~~911 (996 & 997 chassis) (1999-2012)~~
- ~~Boxster & Cayman (981 chassis, all)~~
- ~~Boxster & Cayman (987 chassis, all)~~

~~Shelby~~

- ~~Cobra 289~~

~~Subaru~~

- ~~Impreza WRX (incl. STI) (2002-14), Legacy (Turbo) (2004-14), & Forester XT (2004-14)~~
- ~~Impreza WRX (incl. STI; excl. Type RA & 2019 STI) (2015-19)~~

~~Sunbeam~~

- ~~Tiger (260, 289)~~

~~Tesla~~

- ~~Model 3 *Limited Prep*~~

~~Toyota~~

- ~~MR2 (all incl. Turbo) (1991-95)~~
- ~~Supra (2020)~~
- ~~Supra Turbo (1993½-98)~~

~~Volkswagen~~

- ~~Golf R (2015-18)~~

~~Volvo~~

- ~~S60R & V70R (2004-07)~~

~~B Street Prepared (BSP)~~

~~Alfa Romeo~~

- ~~4C *Limited Prep*~~

~~Audi~~

- ~~TT (1.8T; FWD & quattro)~~
- ~~TT (3.2L; quattro)~~
- ~~TT (2014-19)~~
- ~~TTS (2009-13)~~
- ~~Quattro Turbo Coupe~~

~~BMW~~

- ~~128 (2008-13)~~
- ~~320i (F30 chassis) (2012-16)~~
- ~~335 (2006-13)~~
- ~~M Coupe, M Roadster, & Z3 (6-cyl; all)~~
- ~~M3 (E36 chassis, all)~~
- ~~M3 (E46 chassis)~~
- ~~Z4 (non-turbo; all incl. M)~~

~~Chevrolet~~

- ~~Corvette (1953-54)~~
- ~~Corvette (1955-57)~~
- ~~Corvette (1958-62)~~
- ~~Corvette (1963-67)~~
- ~~Corvette (1968-82)~~
- ~~Corvette (1984-96) (all)~~

~~Chrysler~~

- ~~Crossfire SRT6~~

~~Fiat~~

- ~~124 Spider (2016-20)~~

~~Honda~~

- ~~S2000~~

~~Mazda~~

- ~~MazdaSpeed Miata~~
- ~~MX-5 (2006-2015)~~
- ~~MX-5 Miata (ND chassis, all) (2016-19)~~
- ~~RX-7 Turbo (1986-92)~~

~~Nissan & Datsun~~

- ~~240Z, 260Z, & 280Z~~
- ~~280ZX & 280ZX Turbo~~
- ~~300ZX Turbo (1984-89)~~

~~300ZX Turbo (1990-96)~~
~~350Z (all)~~
~~370Z (all) (2009-18)~~

~~Pontiac~~

~~Fiero (V6)~~
~~Firebird Firehawk SLP (3rd gen, 383cid) (1990-92)~~
~~Firebird Firehawk SLP (4th gen, 383cid) (1993-2002)~~

~~Porsche~~

~~911 (non-turbo) (1965-89)~~
~~911 (964 & 993)~~
~~911 (non-turbo, NOC)~~
~~911 Turbo (1976-89) *Limited Prep*~~
~~911 Turbo (964 chassis) (1990-94) *Limited Prep*~~
~~911 (996 & 997 chassis) (1999-2012) *Limited Prep*~~
~~914/6 (all)~~
~~924 (incl. Turbo)~~
~~944 (16v & Turbo engines)~~
~~928~~
~~968~~
~~Boxster & Cayman (981 chassis, all) *Limited Prep*~~
~~Boxster & Cayman (986 chassis, all)~~
~~Boxster & Cayman (987 chassis, all)*Limited Prep*~~

~~Saleen~~

~~Mustang S281E & Mustang (NOC)~~

~~Triumph~~

~~TR-8~~

~~Volkswagen~~

~~Golf R (2012-13)~~

C Street Prepared (CSP)

Alfa Romeo

*4C *Limited Prep**

BMW

Z3 (4-cyl)
M3 (E30 chassis)
M Coupe, M Roadster, & Z3 (6-cyl; all)
Z4 (non-turbo; incl. M)

Chrysler

Crossfire SRT6

Datsun

Roadster (1500, 1600, & 2000)

Fiat

Abarth (NOC)
124 Spider (1975-78) & 2000 Spider (non-turbo)

124 Spider (2016-20)
2000 Spider Turbo

Honda

Civic & CRX (1988-91)
S2000

Lancia

Scorpion

Lotus

Cortina
Elite (1216 cc)

Mazda

MazdaSpeed Miata
MX-5 Miata (1990-2005)
MX-5 (2006-2015)
MX-5 Miata (ND chassis, all) (2016-22)
RX-2 & 616
RX-3, RX-3SP, & 808 Mizer
RX-7 (non-turbo) (1978-85)
RX-7 (non-turbo) (1986-92)
RX-7 Turbo (1986-92)

Mercedes-Benz

190E (16v)

Mitsubishi

3000GT Turbo

Morgan

4/4

Pininfarina

2000

Pontiac & Saturn

Solstice & Sky
Solstice GXP & Sky Redline

Porsche

356 & 1600
924S & 944 (8v, non-turbo)
Carrera (4-cyl)

~~Scion & Subaru~~

~~FR-S & BRZ (2013-14)~~

Toyota

MR-2 & MR-2 Supercharged (1st gen) (1985-89)
MR2 (all incl. Turbo) (1991-95)
MR2 Spyder (2000-05)

Triumph

TR-8

"Catch-all":

Sedan over 1.7L & under 3.0L not otherwise classified.
Sports car under 2.0L not otherwise classified.
(See Section 15.1.C for update/ backdate limitations.)

D Street Prepared (DSP)

~~Acura~~

~~Integra (1990-93)~~
~~Integra (incl. Type R) (1994-01)~~
~~RSX (all)~~
~~TSX~~

~~Alfa Romeo~~

~~GTV V6 (all)~~
~~Milano~~

Audi

~~A3 (2005-13)~~
~~A4 (1.8T, FWD & quattro) (1995-01)~~
~~A4 (1.8T, FWD & quattro) (2002-05)~~
A4 (2008-16)
~~Coupe GT & Quattro (1980-88)~~
S4 (2000-03)
S4 (2010-16)
TT (1.8T; FWD & quattro)
TT (3.2L; quattro)
TT (2014-19)
TTS (2009-13)
Quattro Turbo Coupe

BMW

128i ~~*Limited Prep*~~
~~318 (16v) & 325 (E30 chassis)~~
320i (F30 chassis) (2012-16)
~~323, 325, & 328 (E36 chassis)~~
~~323, 325, 328 & 330 (E46 chassis, non-M3)~~
~~328 (2006-13)~~
335 (2006-13)
~~3 Series (16v, NOC)~~
~~Bavaria~~
M3 (E30 chassis)
M3 (E36 chassis, all)
M3 (E46 chassis)

Bricklin

Chevrolet, Pontiac, Buick, Oldsmobile, & Geo

Corvette (1953-54)
Corvette (1955-57)
Corvette (1958-62)
Corvette (1963-67)

Corvette (1968-82)
Corvette (1984-96) (all)
*Camaro ZL1 (2017-19) *Limited Prep**
*Camaro ZL1 (2012-13) *Limited Prep**
~~Cobalt SS (N/A) (2005-07)~~
~~Cobalt SS Supercharged (2005-07)~~
~~Cobalt SS Turbo (2008-10)~~
~~HHR SS Turbo~~
~~J Body (4-cyl Turbo, Quad 4 DOHC, & V6)~~
~~L Body (Quad 4 & V6)~~
~~N Body (4-cyl Turbo, Quad 4, & V6)~~
~~Spectrum Turbo (1985-89)~~
~~Storm GSi (1985-89)~~
~~X Body (V6)~~

~~Chrysler, Plymouth, & Dodge~~

~~Acclaim (V6 & Turbo)~~
~~Charger GLH-S~~
~~Conquest & Starion (non-turbo)~~
~~Crossfire (non-SRT-6)~~
~~Daytona Turbo~~
~~Daytona (V6)~~
~~GLH-S & GLH Turbo~~
~~Laser Turbo (NOC) & K-car Turbo~~
~~Shadow (4-cyl Turbo & V6)~~
~~Shelby Charger Turbo~~
~~Spirit (4-cyl Turbo & V6)~~
~~SRT-4~~
~~Sundance Turbo~~

DeLorean

DeTomaso

Mangusta (all)
Pantera (all)

Dodge

Stealth Turbo

~~Dodge & Mitsubishi~~

~~Colt Turbo & Mirage Turbo (1984-88)~~
~~Colt Turbo & Mirage Turbo (1989-92)~~

~~Eagle~~

~~Summit Turbo (16v) (1989-90)~~

Ferrari

250 (non-LM)
275
308 Coupe & Spider
330
348
365 Daytona GTB, GTC

~~Fiat~~

~~500 Abarth (2012-13)~~

Ford ~~& Mercury~~

~~Capri (4-cyl & 6-cyl) (1971-77)~~
~~Capri (1991-95)~~
~~Contour SVT~~
~~Cougar (1999-2002)~~
~~Fiesta ST (2014-18)~~
~~Focus ST (2013-18)~~
Focus RS (2016-17)
~~Fusion & Milan (6-cyl) (2006-13)~~
*Mustang Shelby GT500 (S197) (2011-14) *Limited Prep**
*Mustang Shelby GT500 (2020) *Limited Prep**
~~Probe (Turbo & V6)~~

~~Honda~~

~~Civic Si (1999-2000)~~
~~Civic Si (2002-05)~~
~~Civic Si (2006-12)~~
~~Civic Type R (2017-20)~~
~~Del Sol (DOHC)~~
~~Prelude 4WS~~
~~Prelude (1992-2001) (NOC)~~

~~Hyundai~~

~~Tiburon~~
~~Veloster Turbo (2019)~~

~~Isuzu~~

~~I-Mark LS (16v & Turbo, FWD) (1985-89)~~
~~I-Mark RS (16v & Turbo, FWD)~~
~~Impulse RS Turbo (AWD) (1990-93)~~
~~Impulse Turbo & RS (RWD) (1983-89)~~
~~Impulse XS (16v non-turbo) (1990-93)~~
~~Impulse (16v & Turbo)~~
~~Stylus XS & RS (16v) (1990-93)~~

Jaguar

E-Type (all)

~~Kia~~

~~Forte Koup (2010-12)~~

~~Lexus~~

~~IS 300~~

~~Maserati~~

~~BiTurbo~~

Mazda

MX-5 (2006-2015) "Limited Prep"
~~323 GT & GTX (AWD)~~
~~Mazda6 (6-cyl)~~
~~MazdaSpeed3~~

~~MazdaSpeed Protege~~
~~MX-6 (Turbo & V6)~~
RX-8
~~Spec Miata (See 15.0 for preparation allowance requirements)~~

Mercedes

~~190 (all) (1984-93)~~
~~C230~~
CLK 320 & CLK 32 AMG
E36 AMG (2010-16)
SLK55 AMG (R171) (2004-11)

~~Merkur~~

~~XR4Ti~~

~~MINI~~

~~Cooper S (including JCW & JCW GP except Countryman)~~

~~Mitsubishi & Eagle~~

~~Cordia Turbo~~
~~Eclipse (2000-12)~~
~~Eclipse Turbo & Talon Turbo (1989-99)~~
~~Galant (all)~~
~~Tredia Turbo~~

~~Plymouth~~

~~Laser (AWD)~~

Nissan & Datsun

~~200SX Turbo~~
~~200SX (V6)~~
~~240SX~~
240Z, 260Z, & 280Z
*280ZX * 280ZX Turbo*
300ZX Turbo (1984-89)
300ZX Turbo (1990-96)
350Z (all)
370Z (all) (2009-18)
~~Altima (2007-13)~~
~~Maxima~~
~~Pulsar (16v)~~
~~Pulsar NX Turbo~~
~~Sentra (2.0L) (2000-01)~~
~~Sentra (B15 chassis) (2002-06)~~
~~Sentra (B16 chassis) (2007-12)~~

~~Peugeot~~

~~505 (all) (1979-91)~~

Pontiac

Fiero (V6)

~~Pontiac & Toyota~~

~~Corolla XRS (2005-06), Matrix XRS (2003-06), & Vibe GT (2003-06)~~

~~Matrix & Vibe (AWD) (2003-08)~~

Porsche

~~911 (non-turbo) (1965-89) *Limited Prep*~~
~~911 (964 & 993) *Limited Prep*~~
~~911 (non-turbo, NOC) *Limited Prep*~~
911 (non-turbo) (1965-89)
911 (964 & 993)
991 (non-turbo, NOC)
*911 Turbo (1976-89) *Limited Prep**
*911 Turbo (964 chassis)(1990-94) *Limited Prep**
*911 (996 & 997 chassis) (1999-2012) *Limited Prep**
~~914 (4-cyl)~~
914/6 (all) ~~*Limited Prep*~~
924 (including Turbo) ~~*Limited Prep*~~
944 (16V & Turbo engines) ~~*Limited Prep*~~
928 ~~*Limited Prep*~~
968 ~~*Limited Prep*~~
*Boxster & Cayman (981 chassis, all) *Limited Prep**
Boxster & Cayman (986 chassis, all)
*Boxster & Cayman (987 chassis, all) *Limited Prep**

~~Renault~~

~~Fuego Turbo~~
~~R5 Turbo~~

~~Saab~~

~~99, 99 EMS, & 99 Turbo~~
~~900 & 900 Turbo (1979-93)~~
~~900 & 900 Turbo (1994-98)~~

~~Saturn~~

~~Ion (all) & NOC~~
~~Scion~~
FR-S (2013-16) ~~*Limited Prep*~~

Subaru

BRZ (2013-16) *Limited Prep*
BRZ (2017-18) ~~*Limited Prep*~~
~~Impreza (all) (1993-2001)~~
~~Impreza (2.5L) (NOC)~~
~~Legacy & Outback (6-cyl, all) (1998-2004)~~
~~Legacy & Outback (6-cyl, all) (2005-13)~~

Toyota

86 (2017-18) *Limited Prep*
~~Camry V6~~
~~Celica (2000-05)~~
~~Celica All-Trac (all)~~
~~Supra (1979-81)~~
~~Supra (1982-86)~~

Volkswagen

~~Golf, Jetta, & New Beetle (1.8T, Mk4 chassis) (1999-2005)~~
~~Golf, GTI, GLI, & Jetta (2.0T) (2006-13)~~

Golf R (2012-13)
~~New Beetle Turbo~~
~~Passat VR6~~
~~R32~~

Volvo

~~240 Series Turbo (all)~~
~~C30 (2006-09)~~
~~S40 (1995-2004)~~
~~S40 (2005-11)~~
S60R & V70R (R171) (2004-11)

"Catch-all":

6-cyl (normally aspirated) or 4-cyl (mechanically forced induction) 2WD sedan under 3.0L not otherwise classified. (See Section 15.1.C for update/ backdate limitations.)

E Street Prepared (ESP)

Acura

Integra (1990-93)
Integra (incl. Type R) (1994-01)
RSX (all)
TSX

Alfa Romeo

GTV V6 (all)
Milano

AMC

AMX & Javelin (all)

Audi

5000 Turbo, 5000 Turbo quattro, 200, & 200 quattro
A3 (2005-13)
A4 (1.8T, FWD & quattro) (1995-01)
A4 (1.8T, FWD & quattro) (2002-05)
A8 & A8 quattro
Coupe GT & Quattro (1980-88)
S4 & RS4 (2004-09)
V8 quattro

BMW

*128i *Limited Prep**
2500 & 2800 (all)
318 (16v) & 325 (E30 chassis)
323, 325, & 328 (E36 chassis)
323, 325, 328, & 330 (E46 chassis, non-M3)
328 (2006-13)
3 Series (16v, NOC)
3.0S & CS (all)
528, 530, & 533 (non-turbo)
633i & 733i (all)
Bavaria

M2 (non-ZL9) *Limited Prep*
M3 (E46) *Limited Prep*
M3 (E90, E92, E93) (2007-13) *Limited Prep*
M3 (F80 chassis) *Limited Prep*
M4 (F82/F83 chassis) *Limited Prep*

Cadillac

ATS-V (2016-2019) *Limited Prep*
CTS & CTS-V (2004-07)

Chevrolet, Pontiac, Buick, & Oldsmobile

Camaro (2.0L Turbo) (2016-20)
Camaro (3.6L V6) (2016-20)
Camaro (6.2L V8, NA) (2016-20)
Camaro (non-ZL1) (2010-15)
Camaro, Firebird, SS, Firehawk,& WS6 (4th gen) (1993-2002)
Camaro, Firebird, & Firehawk(1982-92) (3rd gen)
Camaro & Firebird (1970½-81)
Camaro & Firebird (1967-70)
Chevelle (1964-67)
Chevelle (1968-72)
Cobalt SS (N/A) (2005-07)
Cobalt SS Supercharged (2005-07)
Cobalt SS Turbo (2008-10)
Corvair Yenko Stage I, II, & III (all)
G8 (2008-09)
GTO (2004-06)
HHR SS Turbo
J Body (4-cyl Turbo, Quad 4 DOHC, & V6)
L Body (Quad 4 & V6)
Lumina
Monza (V8) & Skyhawk (V6)
Reatta
Regal(1980-88) (V6 & V8, RWD)
N Body (4-cyl Turbo, Quad 4, & V6)
Spectrum Turbo (1985-89
Storm GSi (1985-89)
SS sedan (2013-17)
Starfire & Sunbird (V6, all)
Trans Am Turbo (1982-92)
X Body (V6)

Chrysler, Plymouth, & Dodge

Acclaim (V6 & Turbo)
Barracuda (1965-69) & Dart, Duster,& Valiant (1963-76) (A-body)
Barracuda & Challenger (E-body) (1970-74)
Challenger (2008-13)
Challenger (6-cyl & V8, NOC)
Charger (2006-13)
Charger GLH-S
Conquest Turbo
Conquest & Starion (non-turbo)
Crossfire (non-SRT-6)
Daytona Turbo
Daytona (V6)
GLH-S & GLH Turbo
Laser Turbo (NOC) & K-car Turbo

Laser (FWD)
Shadow (4-cyl Turbo & V6)
Shelby Charger Turbo
Spirit (4-cyl Turbo & V6)
SRT-4
Sundance Turbo
Stealth (non-turbo)
Dakota (1997-04)

Dodge & Mitsubishi

Colt Turbo & Mirage Turbo (1984-88)
Colt Turbo & Mirage Turbo (1989-92)

Eagle

Summit Turbo (16v) (1989-90)

Ferrari

400 America (all)
500 Superfast (all)

Fiat

500 Abarth (2012-13)

Ford & Mercury

Capri (4-cyl & 6-cyl) (1971-77)
Capri (1991-95)
Contour SVT
Cougar (1999-2002)
Cougar (1971-74)
Cougar (1965-70)
Fiesta ST (2014-18)
Focus ST (2013-18)
Fusion & Milan (6-cyl) (2006-13)
Mustang Shelby GT350/GT350R (S550) (2015-2020) *Limited Prep*
Mustang (non-GT350, non-GT500) (2015-19)
Mustang (S197 incl. Boss 302, Boss 302 Leguna Seca, & Shelby GT500 2007-10) (2005-13)
Mustang (SN95 chassis, NOC including Cobra & Cobra R) (1994-2004)
Mustang SVO, Cobra, Cobra R(1979-93) & Capri (1979-86) (4-cyl Turbo, V6, & V8)
Mustang II (1974-78)
Mustang & Cougar (1971-73)
Mustang & Cougar (1969-70)
Mustang & Cougar (1967-68)
Mustang (1964½-66)
Probe (Turbo & V6)
Taurus SHO
Thunderbird & Cougar (1989-97)
Thunderbird & Cougar (1983-88)

Honda

Civis Si (1999-2000)
Civic Si (2002-05)
Civic Si (2006-12)
Civic Type R (2017-20)
Del Sol (DOHC)
Prelude 4WS
Prelude (1992-2001) (NOC)

Hyundai

Genesis (2009-12)
Tiburon
Veloster Turbo (2019)

Infiniti

G35
G37
M30
Q45

Isuzu

I-Mark LS (16v & Turbo, FWD) (1985-89)
I-Mark RS (16v & Turbo, FWD)
Impulse RS Turbo (AWD) (1990-93)
Impulse Turbo & RS (RWD) (1983-89)
Impulse XS (16v non-turbo) (1990-93)
Impulse CS (16v & Turbo)
Stylus XS & RS (16v) (1990-93)

Jaguar

Sedans (6-cyl & 12-cyl)
XJS (all)
XK 120, 140, 150, & 160

Lexus

ES 250
GS 400, LS 400, & SC 400
IS300
IS F

Maserati

BiTurbo

Mazda

323 GT & GTX (AWD)
929
Mazda6 (6-cyl)
MazdaSpeed3
MazdaSpeed Protégé
MazdaSpeed6
MX-6 (Turbo & V6)
Spec Miata

Mercedes-Benz

190 (all) (1984-93)
230SL, 250SL, & 280SL (all)
350SL, 380SL, & 450SL (all)
220, 230, 250, & 280 Sedans (all)
280 (4.5L, all) & 300 (6.3, all) Sedans
C230

Merkur

XR4Ti

Mini

Cooper S (including JCE JCE GP except Countryman)

Mitsubishi

3000 GT (non-turbo)
Cordia Turbo
Eclipse (2000-12)
Eclipse Turbo & Talon Turbo (1989 -99)
Galant (all)
Starion Turbo
Tredia Turbo

Nissan

200SX Turbo
200SX (V6)
240SX
300ZX (non-turbo) (1984-89)
300ZX (non-turbo) (1990-96)
Altima (2007-13)
Maxima
Pulsar (16v)
Pulsar NX Turbo
Sentra (2.0L) (2000-01)
Sentra (B15 chassis) (2002-06)
Sentra (B16 chassis) (2007-12)

Peugeot

405
505 (all) (1971-91)

Plymouth

Laser (AWD)

Pontiac

Firebird Firehawk SLP (3rd gen, 383cid) (1990-92)
Firebird Firehawk SLP (4th gen, 383cid) (1993-2002)

Pontiac & Toyota

Corolla XRS (2005-06), Matrix XRS (2003-06), & Vibe GT (2003-06)
Matrix & Vibe (AWD) (2003-08)

Porsche

*911 (non-turbo) (1965-89) *Limited Prep**
*911 (964 & 993) *Limited Prep**
*911 (non-turbo, NOC) *Limited Prep**
914 (4-cyl)
*914/6 (all) *Limited Prep**
*924 (including turbo) *Limited Prep**
*944 (16v & Turbo engines) *Limited Prep**
*928 *Limited Prep**
*968 *Limited Prep**

Renault

Fuego Turbo

R5 Turbo

Saab

99, 99 EMS, & 99 Turbo
900 & 900 Turbo (1979-93)
900 & 900 Turbo (1994-98)
SPG (16v & Turbo)

Saleen

Mustang 302 & 351 (non-super-charged) (1984-93)

Saturn

Ion (all) & NOC

Scion

*FR-S (2013-16) *Limited Prep**

Shelby

GT350 (1965-66)
GT350 & GT500 (1967-70)

Subaru

*BRZ (2013-16) *Limited Prep**
*BRZ (2017-20) *Limited Prep**
Impreza (all) (1993-2001)
Impreza (2.5L) (NOC)
Legacy & Outback (6-cyl, all) (1998-2004)
Legacy & Outback (6-cyl, all) (2005-13)
Legacy 2.5GT (2005-12)

Toyota

*86 (2017-18) *Limited Prep**
Camry V6
Celica (2000-05)
Celica All-Trac (all)
Supra (1979-81)
Supra (1982-86)
Supra (all) (1986½-92)
Supra (non-turbo) (1993-96)

Volvo

240 Series Turbo (all)
700 Series (all)
800 Series (all)
C30 (2006-09)
S40 (1995-2004)
S40 (2005-11)
S60 & V70

Volkswagen

Golf, Jetta, & New Beetle (1.8T, Mk4 chassis) (1999-2005)
Golf, GTI, GLI, & Jetta (2.0T) (2006-13)
New Beetle Turbo
Passat VR6
Passat W8 4Motion

R32

"Catch-all":

American 6-cyl & V8 sedan or pick-up not otherwise classified.
Other sedan over 3.0L not otherwise classified.
(See Section 15.1.C for update/ backdate limitations.)

F Street Prepared (FSP)

Acura

Integra (1986-89) Legend
RSX (non-S) *Limited Prep*

Alfa Romeo

1300 (all)
1600 (all)
1750 (all)
2000 (all)
Alfetta GT

AMC

(4-cyl, all)

Audi

80 (all)
90 (all)
100LS (all)
4000 (all)
5000

Austin

America (all)
Mini & Mini Cooper (850, 970, 997, 998, 1071, & 1275, all)

Austin-Healey

Sprite (all)
100-4, 100-6, & 3000

BMW

1600
1800ti & 1800 TiSA
1600-2, 1602, & 2002 (+ tii)
318i (8v, E30 chassis)
318i & 318is (E36 chassis)
318ti (E36 chassis)
320i (E21 chassis) (1975-83)

Chevrolet, Pontiac, Buick, Oldsmobile, Geo, & Suzuki

Beretta (4-cyl)
Camaro (4-cyl) (1982-86)
Cavalier (4-cyl OHV) (1982-2002)
Chevette & T1000
Citation & Omega
Corvair (non-Yenko)
Fiero (4-cyl)
Firebird (4-cyl) (1982-86)

Metro & Swift (1985-88)
Metro & Swift (1989-93)
Metro & Swift (1995-2001)
Monza (NOC), Starfire, Omega, Astre, & Skyhawk (RWD)
Phoenix & Skylark
Prism
S-10 (1994-2004)
Sonic (2012-18)
Spectrum (1.5L non-turbo) (1985-89)
Spectrum (NOC)
Sprint & Sprint Turbo
Storm (all)
Sunbird (4-cyl)
Vega & Cosworth Vega

Chrysler, Plymouth, & Dodge

Acclaim (4-cyl non-turbo)
Arrow 1600, 2000, & 2600
Champ (non-turbo, all)
Colt (non-turbo, FWD)
Colt (8v non-turbo)
Colt (1600 & 2000, RWD)
Daytona (non-turbo)
Horizon, TC3, & Turismo (1.7L, 1.8L, & 2.2L)
Laser (non-turbo) (1989-99)
Neon (all) (1994-05)
Omni, 024, & Charger
Rampage (2.2L)
Sapporo (1600, 2000, & 2600)
Shelby (2.2L non-turbo) (1983-84)
Spirit (4-cyl non-turbo)

Dodge, Mitsubishi, & Eagle

Colt & Mirage (non-turbo) (1984-88)
Colt, Mirage, & Summit (non-turbo) (1989-92)
Colt, Mirage, & Summit (non-turbo) (1993-96)

Eagle

Talon (non-turbo) (1989-99)

Fiat & Bertone

124 (1966-74)
128
131 & Brava
850 Sedan
850 Coupe & Spider Strada
X1/9 (all)

Ford & Mercury

Capri II (1976-77)
Cortina
Escort, EXP, Lynx, & LN7 (1981-90)
Escort, Escort GT, & Tracer (1991-96)
Escort, ZX2, & Tracer (1997-2002)
Festiva
Fiesta (1976-80)
Focus (all) (1999-2007)
Fusion & Milan (4-cyl)
Mustang II (4-cyl) (1974-78)

Mustang & Capri (4-cyl non-turbo)
Pinto & Bobcat (4-cyl)
Pinto Wagon (2000, 2300, & 2600)
Probe (4-cyl non-turbo)

Honda

Accord (1976-81)
Accord (1982-12)
Civic (1973-79)
Civic (1980-83)
Civic & CRX (all) (1984-87)
Civic (1992-95) & Del Sol (1992-97) (SOHC)
Civic (non-Si) (1996-2000)
Civic (non-Si) (2001-05)
Civic (non-Si) (2006-12)
Civic SI (2005-2011) *Limited Prep*
Civic SI (2012-2015) *Limited Prep*
Fit
Prelude (1979-82)
Prelude (1983-87)
Prelude (1988-91)

Hyundai

Elantra
Excel
Scoupe
Veloster Turbo (2012-17) *Limited Prep*
NOC (all)

Infiniti

G20

Isuzu

I-Mark (1.5L non-turbo)
FWD models (1985-89)
I-Mark RS (16v) (1985-89)
I-Mark (RWD) (1980-85)
Impulse (non-turbo) (1983-89)
Stylus S (12v) (1990-93)

Jensen-Healey

Kia

Forte (2008-11)
Forte (2012-18)
Forte Koup (2010-12)
Spectra (1.8L 4-cyl)

Lancia

Beta & Zagato (1975-83)

Mazda

Mazda2
Mazda3
323 (non-turbo) (1986-89)
323, MX-3 (4-cyl) & Protégé (1990-94)
626 (FWD, all)
626 (RWD, all)
Cosmo (all)

GLC (FWD, all)
GLC (RWD, all)
MX-6 (4-cyl non-turbo)
Protégé (1995-98)
Protégé (1999-2003)
R-100
RX-4

MG

1100, 1300 Sedan (all)
A (all)
B & B GT (all)
C & C GT (all)
Midget (948, 1098, 1275, & 1500; all)

MINI

Cooper (non-S) (2002-13)

Mitsubishi

Cordia (non-turbo)
Eclipse (1989-99) (non-turbo)
Lancer (non-turbo)
Mirage (1997-2002) (non-turbo)
Tredia (non-turbo)

Morgan

+4 (2138 cc; all)

Nissan & Datsun

1200
200SX (1976-79)
200SX (1980-83)
200SX (1984-88)
200SX SE-R
210 310
510 (1968-73)
510 (1978-81)
610
710
B210
F-10
NX1600
NX2000,
Pulsar,
Sentra, & Sentra SE-R (1991-94)
Pulsar & Pulsar NX (non-turbo, all)
Sentra (1.8L) (2000-06)
Sentra (2.0L) (1995-99)
Stanza (all)
Versa (2007-16)

Opel

1900 & Manta GT 1100
GT 1500 & 1900
Kadett 1100
Kadett 1500 & 1900

Pontiac & Toyota

Corolla, Matrix, & Vibe (2003-08) (NOC)

Peugeot

405 DL & 405 S

Porsche

912
912E
924 (Audi engine)

Renault

15 & 17 (all)
16 (all)
17 Gordini
18i (all)
Alliance, GTA & Encore
Fuego (non-turbo)
R-5 (NOC) & LeCar

Saab

Sonnet (1968-74)

Saturn

SL (1991-95), SW (1993-95), & SC (1991-96)
SL (1996-99), SW (1996-99), & SC (1997-2000)
SL (2000-02), SW (2000-02), & SC (2001-02)

Scion

tC

Sunbeam

Alpine (all)

Subaru

Turbo 4WD (all, NOC)
Forester (non-turbo)
Impreza 2.0i (2012-13)
Legacy & Legacy GT

Suzuki

Aerio

Toyota

Camry (4-cyl)
Celica (1970-77)
Celica (1978-81)
Celica (1982-85)
Celica (FWD) (1986-89)
Celica (FWD) (1990-93)
Celica (1994-99)
Celica (2000-05) *Limited Prep*
Corolla 1200
Corolla (1600 & SR-5) (1970-79)
Corolla (1600 & 1800, RWD) (1980-83)
Corolla (AE86 chassis, all) (1984-87)
Corolla FX16
Corolla GTS (AE92 chassis, FWD) (1990-91)
Starlet

Tercel
Yaris

Triumph

GT-6
Herald (all)
Spitfire
TR-2 & TR-3
TR-4 & TR-4A
TR-250 & TR-6
TR-7

Volkswagen

Beetle (RWD)
Cabriolet (1985-92)
Corrado (all)
Dasher & Quantum (4-cyl, all)
Fox GL
Golf & Jetta (all, A2 chassis) (1985-93)
Golf, Jetta, & Cabrio (8v, A3 chassis) (1993-98)
Golf & Jetta (VR6, A3 chassis)
Golf & Jetta (VR6, NOC, A4 chassis)
Golf, Jetta, & Beetle TDI
Golf GTI (2006-09) *Limited Prep*
Golf GTI (2010-13) *Limited Prep*
GTI (2006-13) *Limited Prep*
GTI (MK7) *Limited Prep*
Karmann Ghia
Passat (all, NOC)
Rabbit, Jetta, Scirocco, Cabriolet, & Pickup (all, A1 chassis) (1975-92)
Rabbit (2.5L 5-cyl, A5 chassis) (2006-09)

Volvo

120 Series (all)
140 Series (all)
160 Series (all)
1800, P1800, & ES1800 (all)
240 Series (non-turbo, all)
260 Series (all)
700 Series (all)

Yugo

"Catch-all":

Sedan under 1.7L not otherwise classified:4-cyl or rotary RWD mini-pickup(See Section 15.1.C for update/backdate limitations.)

(SCCA Fastrack News, Jul 2022, Oct 2022, Dec 2022, #32714)

Street Modified Category

ITEM 17) 80's Front Engine, RWD Porsche in SM Allowance Proposal

In Appendix A Street Modified Class (SM) change as follows:

Excluded Vehicles:

- Porsche (all *except 924, 928, 944, 968*)
- JDM-spec cars

- Lotus (all)
- MGB GT
- Triumph (all)

(SCCA Fastrack News, May 2022, Nov 2022, #30491)

ITEM 18) Request to allow MR2 Spyders to remove soft top in SSM

Add to 16.1.H as shown:

Front hoods (engine covers), engine covers, trunk lids and hatches not containing glass, front fenders, rear fenders not part of chassis structure (unibody), front & rear bodywork, side skirts, may be modified or replaced, and may be attached with removable fasteners. Associated hardware including latches, hinges, window washer system, and hood liners may be modified, removed, or replaced. Non-metallic fender liners may be modified, replaced, or removed. *Convertible soft tops may be modified, replaced, or removed.*

(SCCA Fastrack News, May 2022, Nov 2022, #31228)

ITEM 19) Please define splitter specifics

Change 16.1.L as follows:

16.1.L. Front splitters are allowed and shall be installed parallel to the ground (within ±3° fore to aft) and may extend a maximum of 6.0" (152.4 mm) from the front bodywork as viewed from above. Splitters may not extend rearward past the centerline of the front wheels. No portion of the splitter may extend beyond the widest part of the front bodywork as viewed from above. *The lower surface of the splitter must be a flat plane with a deviation allowance of 0.25" over a 12" span. The edges of the splitter may be rounded to accommodate common construction materials and practices. The radius area may extend backwards no more than 1".* Aerodynamically functional vertical members *(features including but not limited to* splitter fences, ~~or~~ endplates), *diffusers or ducting* are not allowed. *Vertical air dams at the interface of the splitter to the bodywork are permitted. Splitter mounting hardware and sacrificial materials for wear protection are allowed but may serve no other purpose.*

(SCCA Fastrack News, Jul 2022, Nov 2022, #27338)

Prepared Category

ITEM 20) Appendix A Corrections

Reclassify the XR4Ti from CP to FP, as shown:

Appendix A:

CP:

~~Merkur~~

~~XR4Ti (1985-88)~~

FP:

Merkur

XR4Ti (1985-88)

(SCCA Fastrack News, Jan 2022, Mar 2022, #31211)

ITEM 21) Section 17.B

Change Section 17 as follows

"17.2.D. Replacement of any chassis component (e.g., subframe) in its entirety by one of alternate construction, unless specifically permitted~~, shall result in the vehicle being "in excess" of these rules which~~

~~will invoke Section 17.11 weight adjustments.~~ *in Appendix A,* shall result in the vehicle being "in excess" of these rules which will invoke Section 17.11 weight adjustments.

17.11.A. ~~Vehicles competing in C Prepared (CP) class, should refer to section 17.11.B.~~ Vehicles prepared in excess of Solo® allowances and prepared up to either the current Club Racing GT or Production Category rules are permitted to compete in X Prepared (XP) class. Tube-frame production cars and kit-cars specifically listed in Appendix A (i.e., Shelby Cobra) are subject to the requirements in the relevant Appendix. Tube frame versions of production vehicles (e.g., a tube-frame Mazda RX-7) are considered in excess of the rules and must comply with the requirements in this Section. Section 17.8.B.5 minimum track requirements apply. Minimum weight will be GCR minimum plus any Solo® weight adjustments (wheel size weight increases, etc.). Vehicles taking advantage of this allowance may only use the Club Racing GCR (General Competition Rules) allowances in whole. Cars which are not listed in the GCR may not use this allowance and are limited to the modifications allowed in Section 17. For those cars which have been de-listed from the current year GCR, the appropriate specifications will be developed and added to Appendix A upon member request. An exception to the GCR will be that open cars are permitted provided they comply with all provisions of Section 17 pertaining specifically to open cars. The following items listed in the GCR, while recommended, are not required: Logbooks, annual inspections, roll cage, on-board fire systems, handheld fire extinguisher, scattershield/chain guards, master switch, steering wheel lock removal, window safety net, windshield safety clips and rear window safety straps, and braided steel brake lines. Single Inlet Restrictor (SIR) is not required. Due to the extent of modifications permitted on GT-derived cars classed within the Prepared category, it is possible for a replica car to meet the legality requirements for the corresponding original model provided that the engine, track, and wheelbase remain within the allowed specifications. In such a case, the replica is considered compliant for Prepared, provided it correctly meets all of the applicable GCR specifications.

~~17.11.B. C Prepared (CP) vehicles prepared in excess Solo® allowances and prepared up to either the current Road Racing GT or Production Category rules are permitted to compete in C Prepared (CP) as described in Appendix A. Tube-frame production cars and kit-cars specifically listed in Appendix A are subject to the requirements in the relevant Appendix A for CP. Tube-frame versions of production vehicles (i.e., a tube-frame Camaro), replacement subframes, and modified frame rails for tire clearance are considered in excess of the rules and must comply with the requirements in this Section Appendix A. Section 17.8.B.5 minimum track requirements apply. Minimum weight will be 110% of the Solo® minimum weight from in Appendix A. plus any Solo® weight adjustments (wheel size weight increases, etc.).~~

~~Vehicles taking advantage of this allowance may use the Solo® Rules or the Road Racing GCR (General Competition Rules) allowances in whole, in part, or in combination. Cars which are not listed in the GCR may not use this allowance and are limited to the modifi cations allowed in Section 17. For those cars which have been de-listed from the current year GCR, the appropriate specifications will be developed and added to Appendix A upon member request. An exception to the GCR will be that open cars are permitted provided they comply with all provisions of Section 17 pertaining specifically to open cars. The following items listed in the GCR, while recommended, are not required: Logbooks, annual inspections, roll cage, on-board fi re systems, hand-held fi re extinguisher, scattershield/chain guards, master switch, steering wheel lock removal, window safety net, windshield safety clips and GCR specifications. The 10% increase in minimum weight does apply to such cars.rear window safety straps, and braided steel brake lines. Single Inlet Restrictor (SIR) is not required. Due to the extent of modifi cations permitted on GT-derived cars classed within the Prepared category, it is possible for a replica car to meet the legality requirements for the corresponding original model provided that the engine, track, and wheelbase remain within the allowed specifications. In such a case, the replica is considered compliant for Prepared, provided it correctly meets all of the applicable GCR specifications. The 10% increase in minimum weight does not apply to such cars.~~

~~C~~ *B*. Weight Calculations

Where there is a percentage addition as well as a specific weight addition, the percentage is added to the base weight before the specific weight addition. Examples:

• In Prepared class X (XP), the minimum weight for an AWD car with a 2.5L turbocharged engine is:

2.5L x 1.4 = 3.5L x 250 lbs. = 875 lbs. + 1200 lbs. = 2075 lbs.

~~• In Prepared class C (CP), the minimum weight for a car with a 302~~

~~ci (5.0L) engine prepared to Section 17.11 (e.g., GCR) allowances is:~~

~~2700 lbs. x 1.10 = 2970 lbs.~~

~~D~~ *C.* Data acquisition/recording systems are permitted.

~~E~~ *D.* Except where there are specific requirements in these rules, any safe line for fuel, hydraulic fluids, oil, water or breather is allowed.

~~F~~ *E.* Ballast may be added to all cars as required to meet minimum weight provided it is securely mounted within the bodywork and serves no other purpose. Ballast plates may be installed beneath the floor pan so long as they do not protrude beyond its edges.

~~G~~ *F.* All cars may have towing eyes, hooks, or straps which do not dangerously protrude from the bodywork.

~~H~~ *G.* Removal of or modification to heating, ventilation, air conditioning, wiper/washer, audio, security, communication, and convenience systems is allowed provided the modification does not serve another purpose (e.g., an air conditioning compressor may not be modified to serve as a supercharger)."

Change CP in Appendix A as follows:

"C Prepared (CP)

Unless otherwise listed, the minimum weights will be determined from the following tables according to engine type and displacement. Minimum weight is based on actual engine displacement. The block may be bored and/or sleeved to achieve allowed displacement.

Engine Coolant flow direction is unrestricted.

US-produced 4-cyl, 6-cyl, and 8-cyl engines are allowed alternate-stroke crankshafts; crank angles must remain standard.

Naturally aspirated cars using US-market 6-cyl and 8-cyl engines manufactured by a particular corporation may use any naturally aspirated 6-cyl or 8-cyl engine offered in a US-market vehicle by that corporation's brands as listed below:

Ford: .....Ford, Mercury, and Lincoln

General Motors: ..... Chevrolet, Pontiac, Oldsmobile, GMC, and Buick

Chrysler: .....Chry*s*ler, Dodge, and Plymouth

Alternate material (e.g., aluminum) engine blocks may be used on US produced 8-cyl engines. Any alternate engine block shall meet all other requirements of Section 17.

Forced induction cars may not substitute the engine for any other nor may forced induction engines be swapped into cars that the combination was not offered.

Engine displacement changes are allowed.

Alternate iron or aluminum cylinder heads may be used on US-produced 4-cyl, 6-cyl, and 8-cyl engines. Any alternate cylinder head(s) shall be of ~~of~~ the same configuration (number of valves per cylinder and valve actuation method - e.g., OHV or OHC) as the original and shall be direct replacement type.

The floor in the driver/passenger compartment may be replaced but must maintain the basic shape and position of the original floor (i.e., flat and horizontal, relative to the car and rocker panels). It may not be curved, angled, recessed, or channeled between the rockers and may be made of steel and/or aluminum only. Replacement floors may be modified per Section 17.2.E.

The firewall between the engine compartment and driver/passenger compartment may be replaced but must be in approximately the same location as the original and must create a sealed bulkhead between engine and driver/passenger. Replacement firewalls may be made of steel and/or aluminum only and may be modified per Section 17.2.F.

An alternate hood is allowed which has a bulge no more than 4" (10.16 cm), measured off of the original base model hood, for induction clearance. The bulge may open to the front, to the rear, or to either or both sides. If the original base model hood has a 2" (50.8 mm) bulge, then an addition of 2" (50.8 mm) is allowed, if the base model has a 3" (76.2 mm) bulge, then 1" (25.4 mm) is allowed, etc.

Tube Frame replacement vehicles have all the allowances listing in Section 17 and Appendix A that is applicable to C Prepared. Tube frame vehicles must adhere to the following:

Shall place 1st spark plug hole of engine no further rearward than the centerline of front axle. Applies to all engine types.

Shall have a roll cage meeting Appendix C.H of the Solo Rulebook.

May modify internal body panels to facilitate the mounting of bodywork and fitting of roll cage.

May not modify any parts beyond what is allowed in Section 17 and Appendix A that is applicable to CP. All body panels shall be of appropriate scale and not confuse the model of vehicle.

The following weights apply unless a specific weight is indicated with the model listing.

Minimum weight without driver (lbs.):

V8 engines greater than 5100 cc 3000

V8 engines equal to or less than 5100 cc 2700

~~6-cyl engines, maximum 4500 cc ..... 2450~~

~~Turbocharged 6-cyl engines, maximum 4500 cc ..... 2550~~

~~4-cyl engines (all) ..... 2450~~

4 and 6 cyl engines (all) 2600

Tube Frame greater than 5100cc 3300

Tube Frame equal to or less than 5100cc (all engine configurations) 3000

Tube Frame Replacement Corvair and Yenko Stinger (original engine type) 2035lbs

Bolt-in Replacement Subframe ..... +150 per Subframe

Bolt-in Replacement Front Engine Cradle (commonly called K-Member) ..... +75

Maximum weight on the rear axle of the car shall be 51% of the total weight of the car. EXCEPTIONS: Corvair, Yenko Stinger.

Wheels may be replaced with a wheel having any diameter and any width without weight adjustments."

Note: this proposal has been updated per member feedback online and at the Lincoln SEB Town Hall.

(SCCA Fastrack News, Mar 2022, Sep 2022, Dec 2022, #31128)

ITEM 22) 914-6 in FP

Change 17.10.R and Appendix A as follows:

17.10.R:

"R. Alternate Engine Allowance: Prepared vehicles may make use of alternate engines from the engine originally delivered, with the following rules. Excluded from use of alternate engines are forced-induction engines, ~~rotary engines,~~ hybrid engine and drivetrains, and Prepared Limited Preparation Vehicles.

1. Alternate engines are to be from the same make as the make of the vehicle. Engine must be available in production automotive model(s) sold in the US. No alternate engines or parts of the engine are allowed that were offered in other markets than the US unless listed in Appendix A. Motorcycle, snowmobile, marine, or other engines of non-automotive design are not permitted.

2. Vehicle manufacturers that no longer exist may use any motor available in the use from corporate brands or via the following listings:

a. British makes may use Ford motors including Mazda.

b. Italian makes may use Fiat Chrysler motors.

3. Alternate engines are to retain the same piston *or rotor* count, or less as the vehicle's engine was originally configured. Models classed with multiple piston counts on the same line may use any piston count that matches classed models.

4. Alternate engines must keep same cooling type as before. Examples: Air cooled stays air cooled and water cooled stays water cooled.

5. Alternate engine weights will be calculated using listed engine displacement of swapped engine.

6. Alternate engines may make use of allowances found in 17.10. The engine orientation (transverse stays transverse and longitudinal stays longitudinal) and the engine bay location must not be changed (front-engine stays front-engine, mid-engine stays mid-engine, and rear-engine stays rear-engine).

7. Piston engine vehicles may not substitute rotary engines and vice versa."

Appendix A:

In class F Prepared (FP):

"Mazda

RX-4 ~~(12A or 13B)~~ (1974-78)

~~12A engine.....specified displacement (cc): 2292~~

No peripheral port allowed.

13B engine.....specified displacement (cc): 2616

No peripheral port allowed.

RX-7 (1986-91)

13B engine.....specified displacement (cc): 2616

~~Alternate engine: Renesis.....specified displacement (cc): 2616~~

Bridge or peripheral porting allowed ~~in all engines~~.

RX-7 (1979-85)

12A engine.....specified displacement (cc): 2292

13B engine.....specified displacement (cc): 2616

~~Alternate engine: Renesis.....specified displacement (cc): 2616~~

Bridge or peripheral porting allowed in all engines.

RX-8 (bridge or peripheral porting allowed)

Renesis engine.....specified displacement (cc): 2616

~~Alternate engine: 12A.....specified displacement (cc): 2292~~

~~Alternate engine: 13B.....specified displacement (cc): 2616~~

~~Bridge or peripheral porting allowed in all engines.~~

Porsche

914-6 (2.0L~~), 2.5L, 2.7L, & 2.8L 6-cyl air-cooled~~)

~~Alternate cylinder heads: twin spark plug~~"

Note: The PAC is recommending removing line item alternate engines. The Porsche 914-6 and the Mazda RX series are the only vehicles in Prepared to allow non original engine changes without the Alternate Engine Allowance weight penalty. Affected vehicles with non-original engines could run the non-original engines with the 10% weight penalty in accordance with 17.10.R Alternate Engine Allowance.

(SCCA Fastrack News, Mar 2022, Jun 2022, #31252)

Modified Category

ITEM 23) Oil injection vs. oil pre-mix

Add the following new subsection A.12 in Appendix A - Modified class F (FM):

"*12. Pre-mix fuel is allowed along with disconnecting the oil pump actuating arm from the throttle assembly. Oil pump must remain installed and operating but injection lever may be fixed in position.*"

(SCCA Fastrack News, Dec 2021, Apr 2022, #30883)

ITEM 24) New engine added to GCR listing for FMod

Change the following in Appendix A:

Modified class F (FM)

A.4:

"4. Minimum weights with driver (lbs.):

Kawasaki engine.....725

AMW engine.....800

Rotax 493 & 494 engine.....800

Rotax 593 engine..... 850

600 cc motorcycle engine 875

Rotax 593-H.O. 900

Wheelbase of 73" or less with 440 engine .....Deduct 25"

A.6:

"6. Competitors utilizing the Rotax 493*/593* engine may leave the manufacturer's specified intake balance tubes in place or, at their option completely remove the tubes and make the alterations required to plug the remaining holes. No unnecessary alterations are permitted if the competitor chooses to remove the tubes. The Rotax 493*/593* engine is limited to a Y-pipe exhaust manifold and single expansion chamber as are the Rotax 494 and AMW engines."

A.7:

"7. F5 cars may utilize the Rotax 593*-non H.O.* engine (1999 and up; bore: 76 mm, stroke: 65.8 mm) *or 593-H.O. (2003-2007; bore:72mm, stroke: 73mm)* using 38 mm Mikuni round slide carburetors as an alternate 2-cylinder, 2-cycle, liquid-cooled engine in FM. Such engines must use inlet tract restrictors (Cometic gasket *MA0242SP1020A or MA0242SP1063A*), one in each tract immediately after the carburetor. Use of the 2003 and up ~~"HO,"~~ "SDI," "RS," and "E-TEC" 593 variants is not permitted."

Note: these changes are as a result of the GCR changes regarding the F5 class.

(SCCA Fastrack News, Jan 2022, May 2022, #30817)

ITEM 25) DM turbo engine inlet restriction

Change 18.1.D.6 as follows:

18.1.D.6:

"Supercharging and turbocharging are permitted for all engines subject to the displacement factor of 18.B. In DM, such induction systems must have a restrictor on the inlet side of the turbo/supercharger. All inducted air must pass through this restrictor which must be constructed of metallic material. The minimum orifice (choke) of the restrictor shall be no greater than 33 mm (1.3"). The restrictor passage may be shaped fore and aft of the choke region. The restrictor choke region must be made of one piece without moving parts. *Inlet restrictor must be mounted within 18" of turbo inlet. Tubing between the*

restrictor and turbo/supercharger inlet must be rigid and made from non expanding parts. The tubing inside diameter may not exceed 3" at any point. Flexible couplers may be used for connections. "

(SCCA Fastrack News, May 2022, Sep 2022, #30269)

Motion to Approve the RXB Rules Package as presented.

Motion - Dale Shoemaker

Second - Peter Schneider

Here are the RXB's recommended changes for the 2023 RallyCross rules. The first three are minor clarifications, followed by the complete rewrite of the Modified category rules. After that there are two procedural changes to the insurance section that really should have been made a long time ago, and finally last year's rules had a numbering error so we have a minor edit to the numbering in section 4.

Replace text in 1.3 "SportsCar" to "*Fastrack*".

Add text to 3.3.B *For vehicles competing in the Stock and Prepared categories,* all items that are not specifically allowed or referred to as unrestricted must be of manufacturer's specification. (Mandatory for all SCCA sanctioned RallyCross events. See Section 2.1)

Add text to 3.3.C.3 Any air filter may be used, but it must fit in the stock location. *Prefilter media which covers the filter and fits within any stock enclosure may be used.*

Add text to 3.3.C.11 Exhaust systems from the catalytic converter back *or exhaust manifold back if not equipped with catalytic converter* may be removed or replaced with the following requirements:
a. The exhaust must exit to the rear of the driver.
b. The exhaust must comply with local noise restrictions.

Replace section 3.3.E with new Modified rules:

Modified Category

Modified Rear Wheel Drive (MR)
Modified Front Wheel Drive (MF) Modified
All Wheel Drive (MA)

Note to competitors: For any vehicle that has undergone extensive weight reduction, it is highly recommended that rollover protection consistent with SCCA Time Trials Level 2 or greater be installed.

Preparation Requirements:

1. *Eligible vehicles must meet one of the two following requirements:*
   a. *Eligible vehicles are defined in section 3.1. Vehicles with modifications beyond the limits described in this section are ineligible for Modified.*
   b. *Any eligible (per section 3.1) log booked race car/truck currently legal for stage rally competition in other sanctioning bodies (as approved by the SCCA RXB) may run in its appropriate Modified class regardless of whether it meets the Modified rules.*
   c. *Stock and Prepared class vehicles are eligible to compete in Modified.*

2. *Requirements of the safety section 3.2 must be met. (i.e. this section includes seat belts, batteries and more.)*
3. *The shape of the body must remain recognizable as that of the manufacturer's make and model (not specific to sub-models and/or editions). For example, a Subaru Impreza WRX STi must at least resemble a Subaru Impreza.*
4. *Defining features such as grilles, headlights, taillights, etc. or facsimiles thereof must be visually represented. Decals, stickers, outlines, paint, etc. meet this requirement. Spoilers, wings, side skirts, etc. are not considered defining features.*
5. *Metal bumpers not integral to the body work (example classic VW Beetle) are not required to be present. Bumpers/bumper covers integral to the body work must resemble the OEM shape.*
6. *External body openings caused by the removal of components must be fully covered with a wire mesh screen (maximum 1 square inch opening), fiberglass, metal, carbon fiber, and/or OEM type plastics. This does not apply to window openings.*
7. *Any engine installed must be in the original engine bay location. (i.e. vehicles with a front mounted engine must remain so.)*
8. *Structure of the passenger compartment, as defined by vehicle pillars, frame rails, front bulkhead, floor pan, and the inner and outer roof structure, must be unmodified except for installation of suspension mounts, and fluid lines/hoses/vessels as permitted in 3.3.E.9. All vehicle pillars must be present. Not including vehicle pillars, structure outside of the passenger compartment OEM front bulkhead and center of rear axle is not considered part of this requirement provided the modification(s) do not affect the passenger*

compartment. Commercially available floor plan drop modifications kits are allowed for driver side of vehicle. Commercially available kits that add a rear differential to FWD cars are allowed.

9. *Any minimal minor modification, intended to allow or facilitate any allowed modification, is permitted as long as it does not provide any intrinsic performance benefit in and of itself, and is not explicitly prohibited elsewhere within these rules. This rule is intended to allow minimal minor notching, bending, clearancing, grinding; the drilling of holes; affixing, relocating, or strengthening of brackets; removal of small parts and similar operations performed in order to facilitate the installation of allowed parts or modifications.*

10. *Vehicle roof must be present and retain OEM strength.*

- **a.** *Vehicles with deleted sunroofs (replaced with new material) must meet or exceed the OEM roof skin strength of non-sunroof models.*
- **b.** *Roof skin (if replaced) must be made of mild steel (minimum thickness 18 gauge) or aluminum (minimum thickness: 0.063"). Other materials to be approved by the RXB.*
- **c.** *Roof vent kit(s) may be installed.*

11. *T-top/Targa top vehicles must retain OEM T-top/Targa panels.*

12. *It is highly recommended that convertibles be equipped with a roll bar meeting Time Trials Level 2 requirements. This recommendation will become a requirement effective January 1, 2024. Convertibles require a hardtop that meets one of the two following requirements:*

- **a.** *OEM hardtop with OEM rear window.*
- **b.** *A non-OEM hardtop of a type substantially similar to the shape, design, construction, and weight of the OEM hardtop if the vehicle is equipped with a roll bar built to current SCCA Time Trials level 2 specifications or better.*

13. *Vehicle driver door and passenger door (if passenger seat is present) must meet the following requirements:*

- **a.** *The driver door and passenger doors (if a passenger seat is present) must maintain sufficient functionality to allow safe ingress/egress.*
- **b.** *Doors must utilize automotive hinges and automotive latches.*
- **c.** *Doors must latch securely and door latch must be operable by a self-returning mechanism on both the inside and outside of the door.*
- **d.** *Door latches must require deliberate movements to operate and not operate with inadvertent contact.*

e. *The anti-intrusion bars, window mechanism, and inner door skin are not required to be present. If anti-intrusion bars are removed, a roll cage meeting Time Trials Level 3 is recommended.*

f. *Doors must have structural component(s) spanning between the A and B pillars of the door such that the door supports itself when open.*

14. *Windshield must be OEM glass (or equivalent) or may be replaced with minimum 3/16" clear polycarbonate (Lexan or equivalent) with addition of a full roll cage built to SCCA Time Trials Safety Rules Safety Level 3 or better.*

15. *Other windows flanking the driver (or passenger) must be OEM glass (or equivalent), minimum 1/16" clear polycarbonate (Lexan or equivalent) or removed. If removed see rule 3.2.D.*

16. *Hoods, trunks, hatchbacks, quarter panels, roofs, front fascia, rear fascia, fenders, doors, and rocker panels may be modified or replaced but not removed. Vehicle must still meet the appearance rules 3.3.E.3 through 3.3.E.6.*

17. *The exterior body panels must be constructed of materials such as steel, aluminum, fiberglass, carbon fiber, and OEM type plastics. Other materials must be approved by the RXB.*

18. *Modified exterior and interior components that the driver, passenger, crew, course worker, etc. may physically contact must be properly insulated/shielded to prevent injury.*

19. *Hoods, trunk lids, and rear hatches must be securely latched/fastened.*

20. *The driver's seat must be securely mounted to the structure of the vehicle and be installed per the seat manufacturer's requirements. A passenger seat is not required but if installed must also be securely mounted. Seats must be intended by their manufacturer for automotive use and appropriately sized for driver and passenger (if present).*

21. *If present, aerodynamic devices, including wings, splitters, spoilers, and spats, and any such devices used must be securely mounted to the vehicle. Aerodynamic devices must be constructed of materials such as steel, aluminum, fiberglass, carbon fiber, and OEM type plastics. Other materials must be approved by the RXB.*

22. *The vehicle must operate on a minimum of 4 wheels and tires.*

23. *Vehicle must be able to operate in forward and reverse.*

24. *Drive wheels must be powered by an internal combustion engine(s). Alternatively, production-based hybrid vehicles (e.g., Toyota Prius) and production-based electric vehicles (e.g., Nissan Leaf) are allowed, but electric*

power plant components (motors, controllers, batteries, etc.) and wiring must not be altered or modified.

25. *If engine air is drawn from inside the cabin, cabin must have a fresh air inlet (equivalent or greater in area than the engine air inlet) and an air box (with filter) must be installed.*

26. *Exhaust must exit outside the body work or floor pan, not interfere with or impair the driver during vehicle operation and vehicle egress, and comply with local noise ordinances. The engine exhaust must be shielded from the passenger compartment by a firewall.*

27. *Permitted fuel types are gasoline, ethanol, and diesel. Any non-stock fuel cell, filter or pump located in the passenger compartment must be shielded by a metal bulkhead. Any fuel lines running through the passenger compartment must be of metal, metal braided, or original OEM construction and securely fastened.*

28. *Any non-OEM fuel tank/cell/storage system must not be pressurized. The fuel tank/cell/storage container vent must not allow fuel vapor into the passenger compartment.*

29. *The steering wheel must act on the front wheels by means of a mechanical linkage.*

30. *Brakes must comply to section 3.2.K.*

31. *Any fluid lines running through the passenger compartment must be of metal, metal braided, or original OEM construction and securely fastened.*

Delete this text from 4.6A: "If a certificate is not available, contact John Beam at (704) 962-0252 or john.beam@willis.com."

Delete current text in 4.6C and replace with text from solo rules (replacing Solo with RallyCross) :

If one of the following incidents occur:
• Spectator or participant fatality
• Serious participant injury (requiring off-site medical treatment)
• Any spectator injury
Then:
1. Call the SCCA® Critical Incident Hotline immediately!

785-862-7112

2. Complete and email (or fax) the SCCA® Incident Report Form (fill-able electronically)

and original waiver to:
• kk.claims@kandkinsurance.com (fax 312-381-9079)
• SCCAOnlineClaims@HSRI.com (fax 972-512-5816)
• Incident@scca.com (fax 785-232-7214)
• Divisional RallyCross Steward (DRS).
3. Within one business day of the event, call your Divisional RallyCross Steward (DRS) and report incident.
If one of the following incidents occurs:
• Minor participant injury (no medical assistance required).
• Property damage (damage to a competition vehicle is considered property damage).
Then:
1. Complete and email the SCCA® Incident Report Form (fillable) to:
• kk.claims@kandkinsurance.com
• Incident@scca.com
• Your Divisional RallyCross Steward (DRS).
2. Within one business day of the event, call your Divisional RallyCross Steward (DRS) and report incident.

Renumber section 4 back to 2021 rule numbering:
4.2 => 4.1
4.3 => 4.2
4.4 => 4.3
4.5 => 4.4
4.6 => 4.5
4.7 => 4.6

Motion to continue the Rally Sprint 3 Class subject to receipt and approval by the Board of Directors of a Rules Package for the Class.

Motion - Dale Shoemaker

Second - Clay Turner

Motion to add Sam Fouse & Dave Lancaster to current Enduro Racing Board.

Chair - Jon Krolewicz

Sam Fouse

Lee Hill

Dave Lancaster

Steve Strickland

Tom Suddard

Eric Prill

KJ Christopher

Motion - Steve Strickland

Second - Chuck Dobbs

Motion to Accept the RRB's recommendation to add Jessica Toney (Member #291506 - San Francisco Region) to the RRB effective January 1, 2023.

Motion - Chris Albin

Second - Peter Schneider

Motion to approve Appendix A of the Road Rally Rulebook as presented.

Motion - Peter Jankovskis

Second - Steve Strickland

APPENDIX A.1 - RALLY REQUIREMENTS BY TYPE

	National	Divisional	Regional
Minimum length for Tour and Course events	180 miles	90 miles	No requirements
Minimum length of GTA events	At least 6 hours run time	At least 3 hours run time	No requirements
Number of controls	18 or more, at least 12 of which must be open or passage	9 or more, at least 6 of which must be open or passage	No requirements
Membership requirements for Rallymaster, Chair, and Safety Steward	Full membership required for all 3 positions	Full membership required for all 3 positions	Full membership required for all 3 positions
SCCA sanction application	Required. (See Article 4-C) Must be approved by NEC. Must be submitted at least 90 days in advance.	Required. (See Article 4-C) Must be approved by NEC. Must be submitted at least 45 days in advance.	Required. Must be submitted at least 14 days in advance and be approved by SCCA Rally Department.
SCCA insurance	Required as described in Article 14	Required as described in Article 14	Required as described in Article 14

Fees	Sanction / insurance / event fees as determined by SCCA National Office.	Sanction / insurance / event fees as determined by SCCA National Office.	Sanction / insurance / event fees as determined by SCCA National Office.
Safety	Rally must have a safety pre-check by a licensed SCCA ***RoadRally*** Safety Steward	Rally must have a safety pre-check by a licensed SCCA ***RoadRally*** Safety Steward	Rally must have a safety pre-check by a licensed SCCA ***RoadRally*** Safety Steward
OBS control	Not required	Not required	Not required
	National	**Divisional**	**Regional**
Equipment Classes	E, L, S and G are required. Additional classes are allowed for local trophies but must be incorporated in the 4 required classes for SCCA Championship points scoring	E, L, S and G are required. Additional classes are allowed for local trophies but must be incorporated in the 4 required classes for SCCA Championship points scoring	No requirements
Adherence to RRRs and Rules for Organizers.	Required. Exceptions may be granted by request.	Only the following sections of the RRR's are required: Article 10 – Entry Requirements (except D) Article 11 – Championship Classes Article 13 – Vehicle Inspection Article 14 – Insurance Article 15 – Conduct Article 17 – Mileages Article 18 – Timing and Scoring Article 19.C – Penalties Article 21 – Time Allowances. Exceptions may be granted by request.	Only the following sections of the RRR's are required: Article 10 – Entry Requirements (except D) Article 13 – Vehicle Inspection Article 14 – Insurance Article 15 – Conduct Article 19.C – Penalties Article 21 – Time Allowances. Exceptions may be granted by request.

	National	**Divisional**	**Regional**
SCCA ***RoadRally*** Lifetime Points	Contestants are ranked by overall finishing position regardless of Class and assigned Lifetime points as described in the RRRs.	No Lifetime Points	No Lifetime Points
SCCA ***RoadRally*** National Championship points	Contestants receive Championship points as described in the RRRs	Contestants receive Championship points as described in the RRRs	Contestants do not receive any Championship points
Submit Official Results	Required within 15 days after event.	Required within 15 days after event.	Not required
Submit Audit form	Required	Required	Required

APPENDIX A.2 - RALLY REQUIREMENTS BY TYPE

	Regional	Social	Charity
Minimum length for Tour and Course events	No requirement	No requirement	No requirement
Minimum length of GTA events	No requirement	No requirement	No requirement
Number of controls	No requirement	No requirement	No requirement
Membership requirements for Rallymaster, Chair, and Safety Steward	Full membership required for all 3 positions	Full membership required for all 3 positions	Full membership required for all 3 positions
SCCA sanction application	Required. Must be submitted at least 14 days in advance and be approved by SCCA Rally Department.	Required. Must be submitted at least 14 days in advance and be approved by SCCA Rally Department.	Required. Must be submitted at least 14 days in advance and be approved by SCCA Rally Department.
SCCA insurance	Required as described in Article 14	Required as described in Article 14	Required as described in Article 14
Fees	Sanction / insurance / event fees as determined by SCCA National Office.	Sanction / insurance / event fees as determined by SCCA National Office.	50% discount on total event fees.
Safety	Rally must have a safety pre-check by a licensed SCCA ***RoadRally*** Safety Steward	Rally must have a safety pre-check by a licensed SCCA ***RoadRally*** Safety Steward	Rally must have a safety pre-check by a licensed SCCA ***RoadRally*** Safety Steward
OBS control	Not required	Not required	Not required
Equipment Classes	No requirements	No requirements	No requirements
SCCA ***RoadRally*** Lifetime Points	No Lifetime Points	No Lifetime Points	No Lifetime Points
SCCA ***RoadRally*** National Championship points	Contestants do not receive any Championship points	Contestants do not receive any Championship points	Contestants do not receive any Championship points
	Regional	**Social**	**Charity**

Adherence to RRRs and Rules for Organizers.	Only the following sections of the RRR's are required: Article 13 – Vehicle Inspection Article 14 – Insurance Article 15 – Conduct Article 19.C – Penalties Article 21 – Time Allowances. Exceptions may be granted by request	Only the following sections of the RRR's are required: Article 13 – Vehicle Inspection Article 14 – Insurance Article 15 – Conduct Article 19.C – Penalties Article 21 – Time Allowances. Exceptions may be granted by request	Only the following sections of the RRR's are required: Article 13 – Vehicle Inspection Article 14 – Insurance Article 15 – Conduct Article 19.C – Penalties Article 21 – Time Allowances. Exceptions may be granted by request
Submit Official Results	Not required	Not required	Not required
Submit Audit form	Required	Required	Required

Treks: Chair must be an SCCA member. Sanction / insurance / event fees as determined by SCCA National Office. Safety pre-check by a licensed SCCA RoadRally Safety Steward is not required, but a pre-check by someone other than the "Trekmaster" is strongly suggested. One participant per team must be a Regular or Weekend member. Other participants may be Trial members.

Charity: Only one event per Region per year, and the Charity must be 501(c)(3).

Weekend Membership Fee: Not required for Charity rallies. For National events, both Driver and Navigator must be Regular or Weekend members. For Divisional, Regional and Social events, at least one participant per team must be a Regular or Weekend Member. Non-members must submit a Trial Membership Form. (Example: If both team participants are non-members, the Team needs to submit both a Weekend Membership Form (fee required) and a Trial Membership Form. If one participant is a Regular Member, the non-member of the team must submit a Trial Membership Form (no fee required).

For a consolidated Appendix A table please reference the SCCA RoadRally Rules and Document website.

Motion to Approve the CRB Rule changes as submitted.

Motion - Peter Jankovskis

Second - Dayle Frame

Recommended Items for 01/01/2023 unless otherwise noted The following are proposed rule changes made by the Club Racing Board. These items will be presented to the Board of Directors for approval at their National Convention meeting. Comments, both for and against, should be sent to the Club Racing Board via http://www.crbscca.com or www.clubracingboard.com. The CRB recommendations for implementation of these rule changes, if approved, is noted in each letter. The letter number, Fastrack month, author, and title precede each proposed rule. JANUARY 2023 – HAS NOT GONE OUT ON FASTRACK YET AS 1. #32261 (Tom Brown) Request alternate Blocks & Heads In AS Specifications, 9.1.6.F.2.. add the following: "9. Alternate blocks made used: GM vehicles – Dart P/N SHP31161111 or World Product 084010 Ford vehicles – Dart P/N SHP31374175 or World Product 087110" GCR 1. #33271 (Greg Amy) CSA and GCR 7.4.B In GCR, Section 7.4.B., change as follows: "The above penalties if imposed by the Race Director or Chief Steward for on-track infractions (ex. Contact, PUY,

Failure to follow flag instruction, etc.) incur 1-point automatically in lieu of the stated points in the above schedule. Above penalties imposed for car non-compliance (ex. Illegal part, failure to meet weight, fuel, stall test, etc.) will not incur an automatic 1-point penalty if imposed by the Race Director or Chief Steward. If a Chief Steward's Action is protested and the protest is disallowed (upholding the Chief Steward's Action), the SOM may, at their discretion, assign penalty points as listed above. The Race Director or Chief Steward may impose a 1- point penalty on a competitors competition license for penalties imposed by CSA for especially dangerous or egregious infractions under any general competition rules." 2. #33474 (David Fiorelli) Minimum weight rounding In GCR, Appendix G. Facts, Formulas, and Measurement Standards, Section G.2.1., change as follows: "Weight is absolute minimum. Any vehicle minimum weight that is not a whole number shall be rounded to the nearest whole number as follows: fractional weights ending in .50 pound or above round up to the next whole number; fractional weights .49 pound and below round down to the next whole number." In GCR, Production Category, Section 9.1.5.B. add the following: "6. Any B-Spec car meeting all the requirements of BSCS 9.1.10 may compete in the Production class in which the same make, model and engine displacement car is classified. For B-Spec cars competing in Production, the level of preparation and modifications will be as determined by BSCS 9.1.10 and not by PCS 9.1.5, including tire limitations as defined by 9.1.10.E.7." Recommended Rules Changes SM 1. #32996 (Spec Miata Committee) Clean up tire language that has expired In SM, GCR section 9.1.7.C.6., Tires, make changes as follows: "Competitors must use the official Hoosier Dry tire or Wet tire for Regional and Majors competition. a. Tires must be used in complete sets. No mixing of wet and dry tires on the car. Tires must be run unmodified. b. Hoosier dry P205/50ZR15 SM7.5. Hoosier wet P205/50ZR15 SMW. allowed after 1-1-2020 for the following event types: Regional Racing, US Majors Tour, Hoosier Super Tour, and Runoffs. c. Hoosier P205/50ZR15 SM7 allowed until 10-1-2020 for the following event types: Regional Racing, US Majors Tour, and Hoosier Super Tour. d. Hoosier P205/50ZR15 SM7.5 required after 10-1-2020 for the following event types: US Majors Tour, Hoosier Super Tour, and Runoffs. e. Hoosier P205/50ZR15 SM7 allowed until 1-1-2022 for SM Regional Racing. f. Must use wet tire Hoosier SMW." Prod General 1. #33596 (Production Committee) Allow B-Spec cars to run in Prod & align with 9.1.5.B.5 In GCR, Production Category, Section 9.1.5.B.5. change as follows: "Any Improved Touring car meeting all the requirements of ITCS 9.1.3 may compete in the Production class in which the same make, model and engine displacement car is classified. For Improved Touring cars competing in Production, the level of preparation and modifications will be as determined by ITCS 9.1.3 and not by PCS 9.1.5, including tire limitations as defined in 9.1.3.D.8.a.2. however any DOT approved tire as defined by 9.3.45 is allowed. This is intended to allow Improved Touring competitors to become more familiar with Production to assist them in determining whether to modify their cars to meet the requirements of PCS 9.1.5 and also to permit Improved Touring competitors to compete in all events open to Production cars." T1 T1 1. #33580 (Touring Committee) 2023 Touring rules In GCR, Section 9.1.9.1. TOURING (T1) CATEGORY, add the following: "Touring 1 Rules for GT4 and Homologated Cars. Touring 1 is comprised; 1) Race modified USDM cars (discussed above), 2) GT4 cars originally built for pro racing, and 3) Homologated cars which were built to conform to a different series or spec sheet. These are the category rules for Touring 1 GT4, homologated, and purpose built cars. Cars in this category include, but are not limited SPORTS Recommended Rules Changes to SRO GT4, and Spec Corvette. To be eligible to compete in Touring 1, the car must conform to these

category rules and the following spec lines. Each spec line below includes a column named "must conform to". At all events ,it is the driver's responsibility to provide the applicable homologation documents. Factory built race cars must conform to published specifications. Q. Eligible cars 1. GT4 and Homologated cars must be based off of USDM models. Only cars listed in the spec lines below are permitted to compete in Touring 1. Lightweight and Non-USDM models (ie. KTM X-Bow or Ginetta G56) will not be classed. 2. New classifications will be considered pending a complete request through the SCCA's letter system. Newly created spec lines will be required to complete at lease 3 Super Tour weekends before the spec line is eligible for Runoffs competition. This ensures reasonable data collection and comparison prior to qualifying to enter the national championship race. R. Approved modifications to homologated cars- All cars must conform to the rules set defined in their spec line unless otherwise noted below. 1. Cars built with front windows are permitted, but not required, to remove them. 2. Safety equipment: Seats, Belts, Nets, and steering wheels may be replaced with SCCA compliant alternatives. All cars must meet SCCA cage and safety standards. S. Fuel- Cars must use fuel that conforms to section 9.3.25 or to the Runoffs Supplemental regulations. T. Tires- Tires must conform to GCR section 9.3.45 Tires and also must conform to spec line requirements. DOT approved tires are required. U. Performance adjustments- The spec lines include specific requirements to achieve parity with other Touring 1 cars. These may include specific ECU programming, inlet restrictors, weight, etc. Notes in the spec lines supersede rules set forth in these category rules. Each spec line defines which rules set it must conform to. V. Labeling 1. These rules may include many options that affect a vehicle's competition weight. a) The competition weight must be shown on both sides of the car. The competition weight is the sum of the spec line weight and all weight modifiers, penalties and allowances. b) In order to inform competitors, spectators and tech officials, competitors are required to declare their spec line number. Touring 1 spec lines have a column called "spec line number". This number is to be presented legibly, behind the driver's window in a font greater than .75 inches tall. The formats "Spec Line #XXXX" and "SL# XXXX" are recommended." 2. #33633 (Touring Committee) Touring 1 In GCR, create the following ruleset to run simultaneously with existing Touring (T1) Category effective 1/1/2023, existing TOURING (T1) CATEGORY to sunset effective 3/1/2023: SPORTS CAR CLUB OF AMERICA, INC PO Box 19400, Topeka, KS 66619-0400 (800) 770-2055 Fax (785) 232-7214 www.scca.com 4 of 35 Recommended Rules Changes "1. Touring 1 Rules T1 Category Purpose and Philosophy: Intent- Touring 1 (T1) is intended to be the pinnacle of production-based competition in the SCCA. The intent of the T1 category is to allow competition of high-performance production-based vehicles either; 1) built from road-going donors or 2) initially sold as a race ready car. Vehicles in this category must be identifiable with vehicles offered for sale to the public and available thru manufacturer distribution channels within the USA. Alternate cars may be approved on a case-by-case basis but will be limited to factory based models. Philosophy- The T1 philosophy is to allow balanced competition between racers that approach the class from different scenarios. 1) Some will opt to race a production-based vehicle with safety equipment and common and widely available performance modifications 2) Due to the increasing complexity of high-performance cars, late model T1-capable cars are primarily being built by manufacturer-backed programs. Drivers that opt to race these cars will be required to comply with a specific homologation or spec sheet as defined in their spec line. Examples are GT4 cars or the track-ready Mustang FP350S. 3) Some will choose to campaign cars built for a different series. An example is the inclusion of Spec Corvettes. T1

Car Eligibility: Cars are eligible for the class when the car or the chassis appears on a specification line and with the specific allowances permitted. New models and allowances will be considered after being properly requested through the CRB's letter log system. New model submissions must include Vehicle Technical Specifications (VTS) sheets. Allowances that are permitted are not mandatory and a vehicle may race without any given positive allowance. T2 cars may race in the T1 category if they meet minimum safety requirements. Minimum weight for any new T1 classification is 3000 lbs. The T1 rules are broken into 2 categories: 1) Cars that were once showroom models, which were converted to race cars conforming to the following category rules, and 2) Cars that were built to meet the homologations of a different series or were built by a factory as a track-ready car. Category rules for showroom models begin in at "A. Bodywork" and continue to "N". Allowed homologated cars must comply with the second set of category rules found after the first set of spec lines and resume at "Q". Only cars listed in the following spec lines are eligible to compete in SCCA Touring 1 races. Not every spec line is automatically eligible to compete in the National Championship Runoffs. All new spec lines will be required to compete in at least 3 Super Tour events prior to being able to enter the Runoffs. This provides the club the chance to evaluate new spec lines before they enter. Old or unused spec lines will be removed from these rules through the following process: If a spec line or engine option is slated to be removed, it will be marked with "Expiring" and an effective date in the "Spec Line Number" column. If you compete under one of these spec lines, or intend to soon, please submit a request through the SCCA's letter system. If a spec line or engine option was removed, you may request to re-class it. Recommended Rules Changes A. Bodywork 1. Hoods, trunk lids, and front fenders may be replaced with panels of any type material, provided that the panel maintains the OEM profiles. For the sole purpose of tire fitment, wheel arches may be flared up to 3" and must maintain the OEM profile. The hood may have heat exhaust vents installed in it. Hood inlets (scoops) are not allowed. The vents shall not expose the mechanical components of the car when looking down from above. The permitted transmission and differential coolers may vent through rear license plate frame. There shall be a screen, painted the same color as the surrounding bodywork, covering the vent opening. Any OEM non-functional, decorative vents/ducts may be made to be functional provided the exterior body appearance is not modified. 2. It is permitted to roll under or flatten any interior lip on the wheel opening for tire clearance. Cars with plastic/composite fenders may remove any interior wheel opening lip, but the resulting material edge shall be no thinner than the basic fender material thickness. Non-metallic inner fender liners may be removed. 3. Standard body appearance must be strictly maintained. Standard body appearance includes the OEM grille and badge. 4. Body and frame seams and joints may be welded. The OEM radiator supports may be replaced or reinforced to make repairs easier. The radiator supports shall not reinforce the rest of the chassis or diminish the OEM crush zones. Tubular/removable front clips are not permitted. 5. Bumper brackets may be modified, but bumpers must remain in OEM locations. 6. Non-essential body items and trim may be removed including attaching brackets and supporting structure. Any holes in bodywork exposed by the removal of these items shall be covered or filled. 7. All of the vehicle's doors must be able to be opened from both inside and outside the vehicle. Latches and hinges for the doors may be modified, but must remain in working order. Electric door latches may be removed and replaced with mechanical linkage. Mechanical door latch location must be marked to be visible to workers. Aftermarket latches and hinges may be used but shall not protrude beyond outer surface of bodywork. The stock side impact beams may be removed when

NASCAR style door bars are installed. 8. Hood and trunk pins, clips, or positive action external latches are permitted. Stock hood and trunk latches and hinges may be disabled or removed; if so, a positive action external fastening method shall be used. Engine compartment insulation may be removed. 9. Openings in the bodywork may be temporarily covered, wholly or partially, with tape for the purpose of regulating airflow. Bodywork openings may be closed off using close-out panels mounted behind body openings. Bodywork seams may not be taped except to temporarily secure it after contact. Recommended Rules Changes 10. All bodywork and windows shall be sufficiently rigid, adequately supported and properly secured such that it does not noticeably flutter, move, or deform while vehicle is in motion. 11. Aftermarket OEM style hardtops are allowed. B. Aerodynamic Devices 1. Front Splitter a) A front splitter that is a flat, single-plane may be added. The splitter shall have no vertical deviations. The permitted splitter may close out the underbody from the leading edge of the approved bodywork, back to the centerline of the front axle. The splitter may be mounted to the front fascia via a vertical intermediate mounting surface. If the vertical mounting surface overlaps the front fascia, it may not overlap more than 2.0 inches. Additionally, a maximum of 4 rods, or cables, may be used to support the front, and/or sides, of the splitter. No other material(s) may be used external to the body to support the splitter. A single plane vertical close-out panel(s) may be used to bridge the gap between the front fascia and the splitter. Splitter designs may incorporate openings for brake ducts provided it does not affect the standard body appearance. b) The minimum ride height of front splitters and air dams is 3.0 inches. c) The front splitter must not extend more than 2.0 inches past the original or approved bodywork as viewed from above for the entire profile of the splitter. d) The splitter shall not extend laterally any further than the widest point of the outside sidewall of the front tires with the wheels pointed straight ahead. The splitter may not extend more than 2.0 inches beyond the bodywork, regardless of where the outside edges of the front tires are. e) The splitter may have vertical deviations, fences, etc., only if they are part of the production body- work for street use. 2. Rear Wing a) The wing shall be mounted to the trunk/deck lid or bumper frame with 2 mounting brackets. Each mounting bracket shall attach to the wing at a point that is at least 2.0 inches inboard of endplates. The wing, and the portion of the mounting brackets located externally to the trunk/deck lid, may only be rein- forced by a diagonal strut having no aerodynamic effect, and/or by affixing the external parts of the brackets to internal parts of the brackets within the trunk/cargo area. The internal parts of the brackets may protrude through the trunk/deck lid to allow the two parts of each bracket to be fastened together. b) Factory wings and spoilers are permitted, but must be removed if an approved wing is installed. Recommended Rules Changes c) Wings shall be a single element and single plane with a maximum chord length of 12.00 inches, including any Gurney flap. (except as allowed in 9.1.9.1.B.2.h). d) The entire wing assembly may be no wider than the widest part of the car, not including fender flares/lips and mirrors, or a maximum width of 72.0 inches, whichever is the lesser. e) The entire rear wing assembly, including the end plates and any Gurney flap, shall be mounted level with, or below, the peak of the roof. f) The trailing edge of the rear wing may be mounted no further rearward than the center of the rear- most part of the approved bodywork unless otherwise noted on specific spec line. g) Wing end plates must not exceed 144.0 square inches. 3. Any car not using a wing and/or splitter may subtract 150lb. 4. A close-out panel may be mounted behind the grille. 5. OEM side skirts may be used if they were available on the car from the dealer provided they meet the minimum ride height rule. Aftermarket side skirts may be used provided they meet the minimum ride height rule, have no openings/ducts in them other

than for jacking insert(s), are no wider than the approved fascias, do not extend any higher than the bottom of the door and do not reinforce the chassis. 6. Canards or dive planes are not permitted unless part of the OEM bodywork or permitted on spec line. C. Interior 1. The following items may be installed: Safety equipment/structures, seat, controls necessary for driving, instrumentation, electronic equipment, radio, camera, battery, driver cooling system, driver ventilation system, replacement door panels/ interior trim, anti-sway bar controls (not within reach of driver). None of the above items may hinder driver exit from the car. 2. The driver's seat shall be located in the same lateral location as the OEM seat, unless otherwise allowed on a car's spec line. The transmission tunnel may be modified for the purpose of installing a competition driver seat. The floor pan must remain in its original position, but may be modified 1" to accommodate driver's height. 3. All interior trim may be removed excluding the dash. Original instruments/gauges may be replaced, or supplemented, with additional monitoring gauges. Accessories, lights and switches may be added or removed. Box-type extensions from the dash pad may be used to mount switches and controls, in the areas where the OEM insert panels were mounted, so that they more easily accessible to the driver. Audio and video systems may be removed. Alternative (i.e. carbon or fiberglass) OEM style and Configuration dashboards may be used with a 25 pound penalty. Recommended Rules Changes 4. Vertical bulkheads, and enclosures, within the cockpit shall not be any higher than the bottom of the side windows. No bulkheads shall cover the rear foot wells. This rule may be superseded in the spec line. 5. Dash pad modification – It is permitted to modify the dash pad in order to run the roll cage tubes through the dash area as long as the dash pad is modified only enough for roll cage fitment. If necessary, the dash pad may be parted to ease installation around roll cage. Any such parting shall be done in such a way as to minimize the appearance that they have been separated once pieces of dash pad are installed. D. Chassis 1. All cars shall have the OEM rear package shelf and/or rear seat back support structure installed if applicable. As an alternative, a metallic close out panel may be installed that simulates the rear package shelf and/or the rear seat back support structure if applicable. If a close out panel is used to clean up the appearance of the rear package shelf and/or rear material is free. 2. Cables, wiring and fluid lines in the engine compartment and cabin interior may be replaced, rerouted, and/or protected. 3. Cars that have driveshafts shall have two 360-degree loops of sufficient strength located as close as possible to the front and rear universal joints to prevent the driveshaft from dropping in case of failure of either universal joint. Floor materials, torque tubes and cross members may also be utilized to provide this protection. 4. It is permitted to attach one or more plates, or pads, under the car to provide for jacking of the car, provided they serve no other purpose. It is prohibited to install any kind of device, which protrudes from the rocker panel or side of the car. However, tubes may be attached to the roll cage or chassis and extend to the inner surface of the rocker panel or bodywork to act as a receptacle for a jacking fixture. Air jacks are permitted, but no air source may be carried on board. Jock points are considered when measuring ride height. 5. Ride height will be measured without driver at the lowest point of the rocker panel, not including the pinch weld. Minimum ride height is 3.5 inches. 6. The OEM firewall between the cockpit and engine compartment shall be intact to prevent the passage of flames from the engine compartment to the cockpit. Any holes in the firewall must be of the minimum size for the passage of controls and wires, and must be completely sealed. 7. Both front windows, driver and passenger, shall be down (preferably removed) whenever the vehicle is on track. The OEM window opening on the front doors shall not be filled in with any material, other than the material required to mount a

NACA-duct for driver cooling. The area closed off to mount the NACA- duct shall not exceed 50 square-inches. Enough open area for the driver to exit in an emergency shall remain open at all times. 8. All vehicles must use a stock, OEM equivalent, safety glass windshield, or 6 mm minimum thickness Lexan replacement, mounted in the stock location, at the stock angle and maintaining the stock profile. Recommended Rules Changes 9. Windshield clips, per GCR section 9.3 Windshield Clips/Rear Window Straps, are permitted and recommended. Rear window clips are permitted. 10. Side windows, not including the front door windows, and rear windows may be replaced by clear Lexan-type plastic material having a minimum thickness of 0.125 inch, but must retain the same shape, size, and location as the original glass. NACA-ducts may be mounted in the side windows. The rear window must be secured by 2 additional straps 1.0 inch wide by 0.0625 inch thick minimum, bolted or riveted to the body at both the top and bottom of the rear window. If a Lexan rear window is mounted with multiple, evenly spaced screws around each side of its perimeter, safety straps are not required. If a DOT spec glass rear window is used in conjunction with the OEM method of mounting, safety straps are recommended, but not required. 11. Windows may be mounted and sealed with silicone. Any silicone used to bridge the gap between the perimeter of the window and the chassis shall be neat in appearance and uniform in thickness. Tape may only be used to seal the windows during wet track sessions for the purpose of reducing the amount of water entering the cockpit. 12. OEM side window framework shall be intact. 13. Acrylic or glass removable/moveable roof panels may be replaced with the same material as the surrounding roof. All brackets, mounts, and moldings must be removed. Fabric tops are not permitted and shall be removed along with all associated hardware. It may be replaced with an OEM hardtop if one is available. 14. Unused mounting tabs and brackets that are non-structural may be removed. 15. The OEM “rain gutter/tray” at the base of the windshield shall be intact and in the OEM location. 16. The floor pan may be modified to provide clearance for the exhaust system and allowed alternate trans-mission/transaxle. 17. Inner fender panels may be modified or replaced. 18. Convertible model cars may compete with a hardtop or as an open car. 19. Fasteners are free. Titanium fasteners are prohibited. Fasteners may be replaced with adhesives. 20. Rounded coverings may be used at the rear of the front window openings to bridge gap between the leading edge of b-pillar and inner edge of main roll hoop. The material and design of these coverings is free, but shall be neat in appearance and securely fastened. 21. A third (3rd) tube on each side may extend through the firewall to the chassis in the engine compartment. These tubes shall not extend forward of the shock towers. 22. An underbody close-out panel(s) may be used in the area behind the rear axle. These panels shall not alter the external appearance of the car when looking from the rear and sides of the car (i.e. we want to have to lay on the ground to see them). If the production car uses underbody trim pieces, the OEM trim pieces may Recommended Rules Changes be removed or replaced, but any close-out panel(s) used may not visually hide any more of the mechanical components, when looking from the rear and sides of the car, than the OEM trim pieces do. The close-out panels shall not completely bridge the gap between the rear floor pan area and the rear axle centerline. On rear engine cars, any close-out panels shall not extend any further forward than the rear axle centerline. Cars with a fuel cell, engine, etc. that extend down into external visual range shall fit the close-out panel(s) around the component in such a way that it does not alter the external appearance of the car. 23. Chassis bushing material is not restricted E. Engine 1. Engines may be used if they are shown as an engine option on the spec line. Engine options will be considered if the manufacturer of the vehicle and engine are the same (e.g., an Acura

engine installed into a Honda car) and was available in a car delivered in North America. Engines from vehicles not available in a car delivered in North America may be considered and approved on a case-by-case basis. For an engine to be considered, a member must submit to the CRB a Vehicle Technical Specifications (VTS) sheet with all engine parameters filled out and all supporting documentation. If approved, all allowances will be noted on the proper spec line. 2. OEM Engine option- Some spec lines are offered the option to utilize OEM engine specifications. This option is indicated in the "Maximum Displ." Column of the spec lines. When using this option, it is permitted take advantage of the durability allowances listed below, including valves, pistons and rods. These parts must be greater than or equal OEM weight, and must meet the specifications set forth in the factory service manual. OEM engines may use a dry sump system. The use of an alternate oil pan and pickup tube is allowed. 3. The crankshaft shall be a stock OEM part or an aftermarket part as long as it is of identical dimensions, material, and within 3% of the mass of the OEM part for the specific engine. The crankshaft may be balanced. The maximum weight reduction allowance for balancing of the crankshaft is 0.5 lbs. The maximum weight reduction allowance for the balancing of the reciprocating assembly is 15 grams. 4. Blocks may be sleeved to repair cylinder walls. Engines may be bored to a maximum of .040 inch over standard bore size. 5. Rocker arm, lifter, follower, pushrod, keeper, retainer, guide, and seat materials are free; Titanium is not permitted, except for retainers or OEM parts. The head may be machined to fit valve train components. Rocker arm ratio must meet OEM specs. 6. To increase the compression ratio, the bottom of the head may be machined. 7. Alternate pistons are permitted and/or the pistons may be machined. Maximum compression ratio is 12:1 unless noted on the spec line. Must use SCCA approved fuel. Recommended Rules Changes 8. Alternate connecting rods are permitted given they are within 3% of the OEM weight or greater. Rods must be ferrous 9. Valves may be replaced with Performance alternatives provided; 1) that the weight of the replacement is equal to or greater than OE. 2) they are the same size and profile as OE. Valve springs may be replaced with aftermarket alternatives provided they are the same configuration and size as OE +/-.015"). Valve lift is limited to .600 inches. OEM engines must retain OEM valve lift and duration. 10. Performance alternate camshafts are allowed. Camshaft timing is free. 11. Cars produced with an electronic throttle body may use the OEM electronic throttle body. The OEM electronic throttle body may be converted to manual actuation and the actuation cam on a manual throttle body may be changed to alter the opening/closing rate of the butterfly. Alternately actuated throttle bodies may be considered on a case-by-case basis. 12. The ignition system is unrestricted. 13. Aftermarket and performance alternative ECU, wiring, and transmission controls are permitted. Engine calibration (spark and fuel) is free. 14. Performance Alternative TCS is allowed. Reprogramming of OEM TCS systems is permitted. 15. Fuel injectors and fuel rails must maintain the original number and mounting locations, but are otherwise free. Fuel pumps and fuel filters are free in type, size and number. 16. The location and type of the fuel pressure regulators are free provided they are mounted within the engine compartment or the OEM location. 17. Vents, breathers, and oil filters may be added, or substituted. All emission control devices may be removed and the resulting holes plugged. 18. Replacement gaskets and seals are free, including head gaskets. Replacement gaskets and seals must be made out of material(s) designed to seal the parts of an engine. Replacement gaskets and seals may not perform any other functions. Head gaskets may be used to adjust compression ratio. 19. The intake manifold on piston engines may be port matched to the head(s), provided no material is removed further than one inch in from the

manifold to head mounting surface(s). 20. Variable cam timing (VTEC, VANOS, etc.) and variable length intake manifolds may be partially, or wholly, disabled. Variable cam timing systems that use multiple cam lobes for each valve(s) may remove lobes from the camshaft(s) that are not being used. 21. Cars utilizing forced induction may not have a boost controller within reach of the driver. A car must enter pit lane to have the boost level changed by the crew if necessary. Competitors must be prepared to demonstrate the boost adjustment process to officials. 22. All cars shall use the installed engine's stock air throttling devices (e.g., throttle body, carburetor) and intake manifold, unless noted otherwise. Components upstream of the throttling devices are free. Recommended Rules Changes 23. Unless otherwise noted, the following restrictions apply to turbochargers. a) The inlet restrictor (if required) shall be positioned within six inches of the compressor wheel. b) Turbochargers or superchargers that have been added to spec lines are grandfathered in the class, but will not be considered going forward. Swapping of turbochargers between engine makes and models is prohibited. Supercharged cars may be approved on a case-by-case basis. Alternate water pump, alternator, crankshaft dampers, and/or power steering pulleys are unrestricted. Crankshaft pulley is unrestricted for all non-supercharged engines; supercharged engines must use OEM crankshaft and supercharger pulleys unless otherwise noted on spec line. 24) All cars may fit the approved carburetor and manifold. The approved manifold may be ported and polished, but its design and configuration shall not be altered in any other way. The lowering of or boring of holes in the center divider is prohibited. Removal or obliteration of the manifold part number is prohibited. a. The approved carburetor shall be a maximum of 650 cfm and 4 barrels. The approved optional insulator (Holley #108- 12), and manifold (Edlebrock Performer RPM #7101-General Motors / #7121- Ford/Mercury) shall be fitted to cars. b. Except as permitted in these rules, the carburetor shall not be modified in any way. Any carburetor jets, accelerator pump, pump cam, and accelerator pump nozzles may be used. Power valves, metering blocks, and floats may be altered or replaced. No venturi (including secondary or auxiliary) shall be modified in any way, but they may be aligned. Idle holes may be drilled in the throttle plates (butterflies). Carburetors may be modified to allow "four corner" idle adjustment. c. The external throttle linkage to the carburetor may be modified or changed. Choke mechanisms, plates, rods, and actuating cables, wires, or hoses may be removed. No removal or alteration of the carburetor air horn is permitted. d. All air entering the intake tract shall pass through the carburetor air inlet. 25. Cars may modify, or replace, motor and gearbox mounts provided that the engine and transmission are located in the OEM location. This includes the use of "torque plates". All engines will be mounted in the stock position unless otherwise specified. Where an engine setback is allowed, the OEM firewall may be modified only enough to accommodate the engine set back. 26. The following cars may set the engine rearward a maximum of 4.0 inches and may lower the engine a maximum of 1.5 inches: **This rule is set to expire as of Jan 1, 2024.** a. Cadillac CTS-V (04-07) b. Pontiac GTO (04-08) c. Ford Mustang (85-02) 4. GM F-Body (93-02) Recommended Rules Changes 27. The intake and exhaust ports on piston engines may be ported at a 3% weight penalty. The valve guide may be machined as part of this porting. 28. Dry sump systems are allowed. The dry-sump system is limited to 5 stages. It shall consist of 1 pressure stage and a maximum of 4 scavenge stages. If the OEM style pressure pump is used it shall count as the one permitted pressure stage. There may be a maximum of 2 two-port scavenge stages, or a maximum of 4 single-port scavenge stages, or any combination such that oil is not being scavenged from more than a maximum of 4 locations. 29. The oil pan and oil pickup may be baffled, modified, or replaced.

The OEM oil pump may be modified, or replaced with an OEM-style oil pump. It is strongly suggested that oil drain plugs be secured with safety wire. D. Cooling 1. Water Cooling- Provided that the stock method of cooling is retained, the cooling system is free, including cooling fans, but the water radiator must remain in the approximate OEM location. The mounting angle may be changed. 2. Engine Oil Cooling- Coolers for the engine oil are free in number, type and location. 3. Intake Air Cooling- Cars utilizing forced induction may install intercoolers. The number, type, and location of intercoolers are free. Performance alternative Intercoolers are permitted. 4. Water Spray Systems- Water may not be sprayed on any component aside from the windshield. 5. Other Cooling systems; transmission oil, power steering, etc are not restricted E. Fluid Piping & Fuel Tank 1. Fuel Cells/Tanks- The use of a fuel cell is required unless the stock fuel tank is located between the axle centerlines and within the main chassis structure (i.e., frame rails, etc.). All fuel cells must comply with GCR 9.3. Proper bracing to protect the fuel cell in the event of a rear-end crash is required. If a fuel cell is installed in the rear hatch/rear trunk area, the OEM floor pan in that area may be replaced with metal in order to make it easier to mount the fuel cell and close out the area around the fuel cell. 2. There must be a metal bulkhead completely separating the cockpit from the compartment containing the fuel cell. This does not negate the requirement that the fuel cell bladder be contained in a metal container. 3. No line containing engine coolant may pass through the cockpit. No hydraulic fluid lines may have removable connectors inside the cockpit. 4. All fluid hoses, lines, reservoirs, and tanks that are in the cockpit, or cargo area that is open to the driver, shall be separated from the driver by rigid metallic and/or non-metallic enclosures and/or deflection shields to prevent fluid from spraying on the driver in case of a leak. Magnesium is prohibited. Waterproof flexible wraps may also be used to prevent fluid from spraying on the Recommended Rules Changes driver. The floor of these enclosures, or the area under the deflection shields, shall be designed to prevent the accumulation of fluids. 5. No fuel cooling devices are permitted in the car. F. Oil System 1. If the oil tank is located in the cockpit area, or a trunk area that is open to the driver, it must be separated from the driver by a metal enclosure made up of .036 inch steel, or .059 inch aluminum. This is in addition to the 10mm thick crushable structure that is required in section 9.1.4.I.2. The floor of the enclosure must be designed to prevent accumulation of fluids. 2. Accusump-type systems may be used. G. Exhaust System 1. Headers are allowed 2. Exhaust is free, as long as it exits behind the driver. The exhaust pipe may not protrude more than 3.0 inches at the point where it exits the bodywork (rear) or 1.0 inches (side) when viewed from above. If the exhaust pipe(s) exit the bodywork at the widest part of the body such that any extension of the exhaust pipe(s) beyond the body would make pipe(s) the widest point, the exhaust pipe(s) must be trimmed flush (+/- 0.5 inch) with the bodywork at the point that they exit the body. Minor body modifications are permitted to accommodate exhaust systems. Modifications shall serve no other purpose. The underbody rocker panels may be modified for the installation of the exhaust system, but these modifications may only serve to provide clearance for the exhaust system. The exhaust system must be adequately isolated from the driver's compartment. 3. If the exhaust system is routed in such a way that damage to it could cause hot exhaust to contact any part of the fuel system, there shall be a metallic heat shield protecting the fuel system components. It is recommended that this heat shield be located at least 3.0 inches away from the exhaust system, and there be at least 3.0 inches between the heat shield and the fuel system components. H. Electrical System- The electrical system is free provided that: 1. Use any commercially available battery. Batteries may

be relocated. 2. For the purpose of cost reduction, standard headlights, headlight operating ancillaries, and parking light assemblies may be removed and replaced with a plate of identical shape and size of the lens. Standard headlight assemblies may be replaced with aftermarket units of equal dimension. Vehicles with pop-up and/or hidden headlights may modify and/or remove the headlight assemblies as long as the headlight cover and any other external hardware are properly secured in the stock closed location. 3. Fog/driving lights, parking lights and associated attaching hardware may be removed. The resulting openings may be used to duct air, or may be filled/covered. No ducting may extend beyond the outer surface of the bodywork. 4. Each car must be fitted with at least one effective windshield wiper assembly, which must be in working order throughout the event. Wiper blades, arms and associated hardware may be substituted freely. Other windshield wiper assemblies may be removed. Recommended Rules Changes 5. Each car must have an effective defogging/demisting system that is capable of keeping the windshield clear during wet sessions. Anti-fog films meet this requirement. I. Drivetrain 1. Alternate differential housings are permitted from the same model of vehicle. Differential may be open, locked, or of a limited-slip type. The internals of limited-slip type differentials may be modified to change the amount of slip limiting. Differentials with external, or electric, adjustability are prohibited. 2. Driveshaft and half-shafts may be aftermarket, but shall be the OEM-type and use the same types of materials as stock. Drive shafts may be replaced by one piece drive shafts, and conversely. 3. Alternate flywheels and clutches are permitted. Carbon flywheels and carbon clutches are not permitted. Flywheel diameter must be the same as the OEM flywheel. Any 7 inch or larger clutch is permitted. Clutch and pressure plate design is free. 4. Aftermarket sequential transmissions are permitted. Cars with aftermarket sequential shift transmissions shall utilize a 1:1 ratio in top gear. Transmission location must be OEM. Maximum bell housing length is 10 inches. Cars that don't use an aftermarket sequential transmission may decrease their competition weight by 100 lbs. 5. Transmissions and ratios are free. Forward gears are limited to six speeds. J. Suspension and Steering 1. All suspension members must be made from ferrous and/or aluminum materials. Chromium plating of suspension members is prohibited. 2. Suspension springs are free. Coil-over units may be added to supplement or replace OEM springs. Attaching points may be reinforced. It is permitted to use threaded spring seats for adjustability. 3. Shock absorbers and struts are free with a maximum or 4 adjusters per damper. Driver adjustable systems and electronically controlled shocks are not permitted unless it is an OEM system running with OEM shocks and springs. If a reservoir/adjustment canister is used, only one may be used per shock. The shocks at each individual wheel may not be connected in any way. Adjustment canisters may not be within reach of the driver. 4. Anti-roll bars are free, and may be added, removed, or substituted. Driver adjustable anti-roll bars are not permitted. Adjustment controls for anti-roll bars may be located within the cockpit, but must be out of the reach from the driver's seat. Adjustments to anti-roll bars during practice, qualifying and race must be done in pit lane. End/drop links must use OEM mounting locations. 5. Spherical bearings are permitted on suspension components. Standard suspension bushings may be replaced with solid or spherical bushings. Alternate control arms permitted. 6. Any anti-roll bar(s) and rear axle traction bar(s), rear axle panhard rod and watts linkage can be added or substituted, provided their installation serves Recommended Rules Changes no other purpose. The mounts for these devices can be welded or bolted to the car. These devices and their mounts cannot be located in the trunk or driver/ passenger compartment unless fitted as stock. Rear axle traction bar(s) used to control axle housing rotation must be solid

bar or tube. 7. When a car's anti-roll bar also acts as a suspension locating device, the bar's attachment points and pivot points on the chassis and suspension control arms must remain in their stock locations. 8. Slotted plates may be added over original shock mounts on front and rear shock towers for camber/ caster adjustment. Front and rear strut tower braces are permitted. Camber, toe and caster is unrestricted. 9. All steering components, with the exception of the steering wheel, column and tie-rods/toe-links, must be original equipment supplied by the manufacturer. These parts may be strengthened provided the original part can still be identified. Steering column locks may be removed or disabled. Steering column locks may be removed or disabled. 10. A collapsible steering column shall be used. Most recent OEM steering columns have at least 2 universal joints in them that allow the steering column to collapse on impact. This type of design (with at least 1 universal joint) must also be used in any steering column extension(s) that may be used to reach the driver's competition seating position. 11. Power steering may be modified in any of the following ways: a) disconnected b) an OEM manual steering rack for that model may be fitted c) an electric power steering pump may be fitted d) an OEM electric-assisted steering rack may be used. 12. Cars with live axles may decrease their competition weight by 50 lbs. It is permitted to camber a live axle or use a non-OEM option. The suspension configuration cannot be changed. Suspension pick up points cannot be changed beyond allowances elsewhere in the T1 category rules. 13. Unmodified OEM pick up points are mandatory 14. The spindle and/or outer joint on the a-arm and/or strut may be moved to correct bump steer caused by changing the vehicle ride height. These components are not limited to the 1.0 inch of movement that applies to the suspension pick-up points located on the chassis. 15. Non-coil over suspensions are permitted to convert to coil over systems. 16. Suspension links are free provided; They use standard ball joint, bushing, or spherical attachments. K. Brakes 1. Brake lines may be relocated, and rubber lines may be replaced with stainless steel braided brake lines. Hand brake assemblies may be removed. Brake proportioning valves may be used provided that they are of the in line, pressure limiting type. Non-pressurized brake fluid lines and master cylinders need not be metal, metal shielded, or bulkheaded. Pressurized brake fluid lines must be metal, metal shielded, or bulkheaded. Recommended Rules Changes 2. Brake proportioning valves may be used provided that they are of the in line, pressure limiting type. Brake pad friction material is free. 3. Hand brake assemblies may be removed. Backing plates and dust shields may be modified, ventilated, or removed. 4. Brake duct inlets incorporated in the front spoiler as standard, or in light openings, other than head- lights, may be used to duct air to the front brakes. Additionally, brake ducts may be fitted into the intermediate mounting surface of a permitted splitter. 5. Wheel fans are not permitted. 6. When any allowed alternate calipers are used, calipers must be mounted in the same location and orientation as the OEM calipers. OE caliper mounting tabs may be modified or removed to facilitate installation. 7. Alternative piston inserts are permitted. 8. Anti-Lock Braking Systems (ABS) are permitted. Performance alternative ABS systems or controllers (e.g. Bosch, Tevis) are permitted. It is permitted to relocate performance alternative ABS systems within the engine compartment. 9. Rotors 1 or 2 piece ferrous rotors permitted. Brake rotor sizes are allowed as follows a) OE brake diameter permitted with no penalty b) Max brake disc size 380mm with no penalty c) >380mm brake disc permitted with a 50lb weight penalty 10. Calipers- The standard production calipers may be used. Performance alternative calipers are permitted- Max 6 piston 2 pad front caliper may be used. Max 4 piston 2 pad rear. 11. Original equipment master cylinders and pedals may be replaced. 12. Power assisted braking systems are permitted. 13. The balance of

braking forces between the two wheels on an axle shall be equal and non-adjustable. 14. The balance of braking forces between the front and rear axles may only be adjusted by the driver through: a) Direct intervention on the position of the center of the joint, on the linkage lever of the hydraulic pumps of the front and rear circuits. b) Direct intervention on a proportioning valve in which the intake pressure is adjusted through a pre- loaded spring. 15. Any brake ducts are permitted, but they must serve no other purpose. Fender liners maybe modified solely for routing and attachment of brake ducts. Duct intake openings must conform to "A-Bodywork", and may be created by the opening of 2 sections up to 14.5 square inches each in the front fascia. The stock headlamp location is not permitted for brake ducting. Two alternative duct openings may be created by the removal of the fog lights or 2 sections up to 14.5 square inches each of stock false grills originally located in the front fascia. L. Tires & Wheels 1. Tires must conform to GCR section 9.3. Tires. Recommended Rules Changes 2. Wheels / Hubs- The standard wheels may be replaced with direct, bolt-on racing/aftermarket wheels under the following provisions: a) Loose wheel spacers of any type are not recommended. b) All cars must run the same size wheel on the same axle. c) As viewed from above at the centerline of the wheel; the fender shall completely cover the "tread" portion of the tire. Only the tire sidewalls may be visible. d) The wheel material is free, but they must be constructed of metallic material(s). No modifications (including grinding) are permitted on a vendor-supplied wheel. e) Valve stems and caps are free. 3. Wheel Attachment a) Center-locking type hubs and wheels may be used if vehicle is supplied with them from the manufacturer. If vehicle is not supplied with center-locking type wheels they may be used in conjunction with an adapter that bolts onto the OEM, or approved, hub. b) If a single wheel nut is used, a safety spring must be in place on the nut whenever the car is running and must be replaced after each wheel change. These springs must be painted Day-Glo red or orange. Alternatively, another method of retaining the wheels may be used provided it has been approved by FIA. 4. Rear wheels may not exceed 19.0 inches in diameter and 13.0 inches in width. Front wheels may not exceed 19.0 inches in diameter and 11.0 inches in width. M. Labeling 1. These rules include many options that affect a vehicle's competition weight. a) The competition weight must be shown on both sides of the car. The competition weight is the sum of the spec line weight and all weight modifiers, penalties and allowances. In the event that a competitor increased their weight in accordance with the tire size option (section 9.1.9.1.L.1) that weight must be presented. b) In order to inform competitors, spectators and tech officials, competitor's are required to declare their spec line number. Touring 1 spec lines have a column called "spec line number". This number is to be presented legibly, behind the driver's window in a font greater than .75 inches tall. The formats "Spec Line #XXXX" and "SL# XXXX" are recommended. N. Approved Cars and Engines The following car and engine combinations are approved in T1. Send a request to the Club Racing Board http://www.clubracingboard.com/ to add additional cars or engine variants. SPORTS CAR CLUB OF AMERICA, INC PO Box 19400, Topeka, KS 66619-0400 (800) 770-2055 Fax (785) 232-7214 www.scca.com 19 of 35 Recommended Rules Changes T1 Spec Line Numb er Maximum Displ. Min. Weight Require d Restrict or Engine Notes Chassis Notes Acura NSX 1000 *Spec line Expire s 12/23* 3000 3000 Supercharger permitted. Zero Force Body Kit by Kawagen Route permitted. Acura NSX Turbo 1010 *Spec line Expire s 12/23* 3500 3100 45mm Acura NSX Turbo World Challenge 1020 *Spec line Expire s 12/23* 3500 3100 44mm Driving ambitions turbo kit- Part #DA-1000. Comp turbo #ct-4372. Must conform to World Challenge VTS Dated 8.19.2009 Version Number: 3 Version Date: 6.15.2000 and World Challenge Appendix A 2010 that limits tire and wheel size:

Max Tire Size: 245/40 F, 295/30 R. Wheels Max Size: 17x9 Front, 18x11 Rear. No other touring Recommended Rules Changes modification s or allowances permitted beyond the VTS and Appendix A allowances and notes in this spec line notes. DOT tires required as per GCR section 9.3. Aston Martin Vantage 1030 6000 3300 Audi TTRS (GTS 2011 Spec) 1040 *Spec line Expire s 12/23* 2500 3150 Must conform to July 24th, 2015 revision 7 GTS rules. No other touring modification s or allowances permitted beyond the noted GTS rules allowances. DOT tires required as per GCR section 9.3. SPORTS CAR CLUB OF AMERICA, INC PO Box 19400, Topeka, KS 66619-0400 (800) 770-2055 Fax (785) 232-7214 www.scca.com 21 of 35 Recommended Rules Changes BMW E46, E46- M3, E36, E36-M3, Z3 1050 3250 2700 The 3.4L (87.0 bore x 93.0 stroke) engine is permitted at 2750 lbs. Lang Racing Development S54-95MM Stroker-CRK is permitted at 2850 lbs. The M5 5.0L V8 is permitted at 3500 lbs. 4.0L V8 permitted at 3200 lbs. Pennon Fender flares allowed. Flossman body kit is permitted with 300lb weight penalty. The headlights can be modified to allow air to pass into the engine induction system. BMW E46 M3 1060 3200 2850 Dinan supercharger kit part #D860- 3101C / With R865-3120 pulley required. The headlights can be modified to allow air to pass into the engine induction system. Carbon roof allowed. CSL style carbon fiber rear trunk lid allowed +75lbs. 1070 4000 3200 1080 5000 (V8 only) 3500 SPORTS CAR CLUB OF AMERICA, INC PO Box 19400, Topeka, KS 66619-0400 (800) 770-2055 Fax (785) 232-7214 www.scca.com 22 of 35 Recommended Rules Changes BMW M3 E92 (08- 13) 1090 3999 3300 2 X 40mm diameter hole inlet restrictor plate required . Factory DCT transmission allowed. Carbon Dash allowed with 25 lb penalty. BMW M3 E92 (08- 13) 1100 3999 3150 Must use unmodified: OEM intake, OEM airbox and OEM plenum manifold Factory DCT transmission allowed. Carbon Dash allowed with 25 lb penalty. BMW M235i R 1110 2979 3275 Chevrolet Camaro Gen 6 ('16-'23) Including SS, SS 1LE 1120 LT1 Gen5 - OEM 6160 3400 70mm - Flat Plate VVT/DOD may be removed by using CAM with max lift of 0.580" and non VVT Timing gear Any option of OEM Aero parts may be used as basis of aero measurements. ZL1 1LE Hood, Front Bumper, Fenders, Splitter Allowed Chevrolet Camaro Gen 5 ('10-'15) Including SS, Z28 1130 LS3 OEM 6160 3550 May resleeve any LS block to LS3 bore/stroke for Engine replacement. Any option of OEM Aero parts may be used as basis of aero measurements. Recommended Rules Changes Chevrolet Corvette C6 ('05- '13) - Includes Z51, GrandSpo rt, Z06, Z06 Carbon 1140 LS2 - 6000 3300 72mm - Flat Plate Steel or Aluminum Frame may be used with any engine. Any option of OEM Bodywork parts may be used as basis for aero measurements. Rear spoiler max 5" Above bumper allowed. +50lbs 1150 LS3- 6160 3400 61mm - Flat Plate May resleeve any LS block to LS3 bore/stroke for Engine replacement. 1160 LS7- 7008 3450 53mm - Flat Plate May resleeve any LS block to LS3 bore/stroke for Engine replacement. 1170 LS2 - OEM 6000 3200 May resleeve any LS block to LS3 bore/stroke for Engine replacement. 1180 LS3 - OEM 6160 3300 75mm - Flat Plate May resleeve any LS block to LS3 bore/stroke for Engine replacement. 1190 LS7- OEM 7008 3450 70mm - Flat Plate May resleeve any LS block to LS7 bore/stroke for Engine replacement Chevrolet Corvette C7 ('14 - '19) - Includes Z51, Grand sport 1200 LT1 Gen5 - OEM 6160 3450 72mm - Flat Plate VVT/DOD may be removed by using CAM with max lift of 0.580" and non VVT Timing gear Any option of OEM Bodywork parts may be used as basis of aero measurements. Allowed Z06 Center Spoiler "Fence" Recommended Rules Changes Chevrolet Corvette C8 ('20- 23) - Includes Z51 1210 LT2 - Gen5 OEM 6160 3600 70mm - Flat Plate VVT/DOD may be removed by using CAM with max lift of 0.580" and non VVT Timing gear Any option of OEM Bodywork parts may be used as basis of aero

measurements. Dodge Viper ACR / SRT RT 10 1350 *Spec line Expire s 12/23* 8400 OEM 3550 (2) 55mm flat plate OEM valve lift and compression. Cylin der heads must be as delivered from factory. OEM fuel tank may be used. A throttle body spacer, maximum of 1.50 inches thick, to accommodate the restrictor that meets the flat plate restrictor definition is allowed. Dodge Viper ACR/ACR -X 1360 *Spec line Expire s 12/23* 7990 3400 50mm flat plate OEM fuel tank may be used. A throttle body spacer, maximum of 1.50 inches thick, to accommodate the restrictor that meets the flat plate restrictor definition is allowed. SPORTS CAR CLUB OF AMERICA, INC PO Box 19400, Topeka, KS 66619-0400 (800) 770-2055 Fax (785) 232-7214 www.scca.com 25 of 35 Recommended Rules Changes Dodge Viper ACR/ACR -X 1370 *Spec line Expire s 12/23* 8300 OEM 3500 (2) 47mm flat plates OEM valve lift and compression. Cylinder heads must be as delivered from factory. OEM fuel tank may be used. A throttle body spacer, maximum of 1.50 inches thick, to accommodate the restrictor that meets the flat plate restrictor definition is allowed. Stock OEM engine, valve train, and intake system must meet stock, shop manual specification s. Hybrid update including Mopar Performance e Part # P5156137 and 8.4L mechanical throttle body allowed. Recommended Rules Changes DECEMBER 2022 GCR 1. #33312 (Jim Graffy) Request to Clarify 6.10.1 In GCR, Section 6.10.1, Starting Line for Timing and Scoring, add the following: "Unless otherwise defined in the Supplemental Regulations, the start/finish line is the control line where timing begins/ends when crossed by a car. A car crosses a control line when any portion of the car first intercepts the vertical plane of the control line, as observed by the officials assigned to record the passage, who maybe aided by suitable automatic or semi-automatic equipment. If a camera is used to determine a photo finish, the camera shall be mounted in a direct line with the start/finish line." 2. #33368 (Mike Smith) Cancelling/Postponing an Event in Appendix B, GCR section 1.2.B.2, add the following: "Cancellation. A. An entire event (all classes, all sessions) postponed for more than 24 hours is considered cancelled, and entry fees shall be returned. If an event is cancelled during the competition, then the entry fees shall be prorated, and a reasonable portion of the entry fee shall be returned. B. If drivers have participated in on-track sessions prior to the cancellation of their race sessions, they will be given credit for a start, and regions may award drivers' points according to their qualifying position. If a race is started and cancelled before halfway time or laps, then only race starters will be awarded points based on qualifying position." General 1. #33443 (SCCA Staff) Minimum Track Time for Majors 3-day events in GCR, Section 3.1.1.D.1.c.2. Majors – Conference Events – Minimum Track Time, change as follows: "Three-day events shall have a minimum of 6550 minutes of non-racing track time available per Majors class entry. One practice and Two qualifying sessions are recommended. End-of-session hardship policy is recommended." In GCR, Section 3.1.1.D.2.c.2: Majors – Super Tour Events – Minimum Track Time, change as follows: "Three-day events shall have a minimum of two (2) qualifying sessions totaling at least 6550 minutes of non-racing track time available per Majors class entry. One practice and two qualifying sessions are recommended. End-of-session hardship policy is recommended." GT General 1. #33170 (Peter Zekert) 9.1.2.F.7.n.4.D In GT-2, 3, LITE CATEGORY SPECIFICATIONS, GCR section 9.1.2.F.7.n.4.D, add as follows: "Carburetors shall incorporate a butterfly-type throttle plate for engine speed control. For GTLite only: Carburetors shall incorporate a butterfly or slide-type throttle plate for engine speed control." Recommended Rules Changes GT2 1. #33329 (Kevin Allen) Amend the underfloor rule for traditional GT2 In Grand Touring Category Specifications, GCR Section 9.1.2.F.7.b.15.E.2, change as follows: "Regardless of front, rear or mid-engine

placement, flat underbody panel are permitted. Underbody panels may start behind the front wheel openings. A minimum engine opening of 12' front to back and 14" side to side must remain open." SM 1. #33416 (Spec Miata Committee) Motorsports Transmission Gear Set for Spec Miata In SM, GCR section 9.1.7.c.2., add new section b. with the following transmission verbiage and part number and re-letter section: "b. Mazda Motorsports 5 speed transmission gear set kit part number 0000-02-5800 may be used. If the Mazda Motorsports competition gear set is used, it must be used in its entirety without any modifications or alterations. Mixing and matching of the OEM gear set components and the Mazda Motorsports competition gear set components is not permitted. Mazda Motorsports competition gear set consists of the following parts: (1) 5/R Hub and Slider (1) 2nd Gear - One Piece Synchro (1) 3rd Gear (1) 5th Gear Pair .81 Ratio (1) Input Shaft (1) Counter Shaft (1) Countershaft Splined Collar (1) Thrust Washer" T2-T4 1. #31549 (Frank Schwartz) NEW CLASS T5 In GCR, Section 9.1.9.2. Touring (T2-T4) Category, change as follows: "9.1.9.2 TOURING (T2-T45) CATEGORY" "Touring car eligibility: Cars are eligible for the class they are listed with a specification line and with the specific allowances permitted. In addition, T2-T45 cars may race one class up in touring classes above their specification line class as long as they are a legal T2. T5 is a Regional only class." In GCR, Section 9.1.9.2.D.1.e.1., change as follows: "Any overbore up to .020” permitted T2- T45 with +30 lbs. penalty." In GCR, Section 9.1.9.2.D.5.a.1., change as follows: "T2-T45: A maximum of 3.5 degrees of negative camber is allowed on front and rear suspensions. Spec line part(s) may not be modified to increase caster and camber. Strut suspensions may adjust camber and caster by the use of eccentric bushings, eccentric bolts (crash bolts) at the strut-to-spindle, and/or by use of slotted adjustment plates at the top of the strut mounting plate. If upper strut slotted adjustment plates are used, they shall be located on existing chassis structure, utilizing the unmodified manufacturer’s original bolt holes and may not serve as reinforcement for that structure. Slotted adjustment plates (strut camber plates) may incorporate a single spherical bearing SPORTS CAR CLUB OF AMERICA, INC PO Box 19400, Topeka, KS 66619-0400 (800) 770-2055 Fax (785) 232-7214 www.scca.com 28 of 35 Recommended Rules Changes (spherical bushing) and a ball thrust bearing per strut tower. On other forms of suspension, camber and caster adjustment may be achieved by the use of shims and/or eccentric bushings. Adjustable toe links with spherical bearings are permitted and may serve no purpose other than adjusting toe angle. Spherical bearings/bushings are not permitted in T2-T45 except for the specific examples listed in the class rules or vehicle spec line." In GCR, Section 9.1.9.2.D.5.b.2., change as follows: "The make of shock absorber may be changed. Their number, perch location(s), system of attachment, and attachment points shall not be altered. Their type (tube vs. lever, etc.) shall not be altered. The interchange of gas and hydraulic shock absorbers is permitted. T4 and T5 only: Unless a specification line allows adjustable shocks, adjustable shocks are prohibited. Any nonadjustable shock absorber is allowed. Adjustable shocks that are retrofitted into nonadjustable appearance are prohibited. Removing adjusters or knobs from adjustable shocks is prohibited. Commercial part numbers for shocks must be visible and unaltered. Shocks must be installed in the original mounting locations. Remote reservoirs are not permitted. Threaded shock bodies or adjusters may be used. Shocks can serve no purpose other than to damp motion." In GCR, Section 9.1.9.2.D.5.b.2.c., change as follows: "T3, andT4 and T5 only: minimum ride height is 4.5” inches." In GCR, Section 9.1.9.2.D.5.b.2.d., change as follows: "T2-T45 only: Cars with alternate spring allowance in spec line, may use adaptors, and adjustable perches to allow fitment of springs." In GCR, Section 9.1.9.2.D.7.a., add the following

and renumber: "3. T5 only: (unless specified on spec line) Any aftermarket wheel allowed." In GCR, Section 9.1.9.2.D.7.b., add as follows: "T5 has a maximum tire size of 225/45. T5 has a maximum tire width of 225 and a minimum aspect ratio of 45." In GCR, Section 9.1.9.2.D.10.c., change as follows: "All cars shall have, as a minimum, a fire extinguisher meeting the specifications of GCR Section 9.3 Fire System. Touring 2 cars must have a fire system installed. Touring 3 and Touring 4 and Touring 5 automobiles may be equipped with a fire system meeting the specifications of GCR Section 9.3 Fire System." In GCR, Section 9.1.9.2.E., change as follows: "Touring Category Classes are as follows: T2, T3, and T4 and T5." In Touring Spec Lines, create new T3 classification as follows: ***SEE ATTACHED*** NOVEMBER 2022 Recommended Rules Changes B-Spec 1. #33087 (Anthony Roma) Open Hood During Impound for B-Spec In B-Spec, Section 9.1.10.E.46, add the following: "All B-Spec cars in post-race impound at all Majors and Super Tour races shall open their hoods and hatches/trunks for the purpose of visual inspection by other competitors. Competitors may thereafter initiate a protest as permitted under the GCR." OCTOBER 2022 STU 1. #33090 (Robert Rosa) Questions about Electronic Throttle Usage In STU, GCR Section 9.1.4.1.B.3., change as follows: "3. All cars shall use the installed engines or vehicle's stock air throttling device (e.g., throttle body, carburetor) and intake manifold, unless noted otherwise. Alternate intake manifolds will be permitted on a case-by-case basis." SEPTEMBER 2022 None ~~~~~~ AUGUST 2022 - APPROVED GCR 1. #32740 (SCCA Staff) 3.1.1.E. Clarify regional classes at Conf Majors In GCR 3.EVENTS, Section 3.1.1.E., change as follows: "1. All Majors Runoffs-eligible classes will be included in Conference and Super Tour events. 2. Regional classes may be included in Majors run groups at Conference Majors events only. See also 3.1.1.F.2.b. Run groups comprised of non-Runoffs eligible classes may be included in U.S. Majors Tour Conference events to encourage participation." JULY 2022 - APPROVED B-Spec 1. #32415 (Jonathan Wickert) Bump Stops Optional in B-Spec In B-Spec Category Specifications, GCR Section 9.1.10.E.36., change as follows: Recommended Rules Changes "Suspension: competitors may use the OEM suspension, any part of the manufacturer upgraded suspension kit the specific suspension kit approved on the spec line or any B14 Bilstein shock or strut with no modifications except as required for mounting or to achieve allowed camber. Any camber plate may be used but may not alter caster. Caster shall be within factory specification. Any part required to adapt the B14's to the car must be submitted for approval by the CRB and added to the individual spec line. Any spring, including 'helper' or 'tender' springs, up to a maximum spring rate of 500 pounds may be used. Spring are allowed to be strapped or zip tied to the body. The purpose of the strap should be to keep the spring in place when the axle goes into rebound. The strap can serve no other function. Bump stops may be deleted but cannot be modified or substituted and shall serve no other purpose. Adjustable sway bar end links may be used on all cars. Front sSway bars may be disconnected and removed." JUNE 2022 - APPROVED GCR 1. #32040 (Club Racing Board) Forward Facing Camera In GCR, Section 9.3.11.A. Cars and Equipment, change as follows: Effective January 1, 2023 "All cars competing at Regionals, Conference Majors, Super Tour events, and the SCCA Runoffs must have a forward-facing camera that is recording at all times while on track and provides a clear horizontal field of view of the cars and track ahead. The cameras may be mounted either inside the car, or on the body. If video is needed as part of an investigation of an incident, a competitor's video of the full unedited session may be requested by race officials regardless of

whether or not said competitor was involved in the incident. Failure to provide such video may result in penalties. Forward-facing cameras are recommended at all other SCCA-sanctioned events. The video format must be a digital file so it can be viewed in an MS Windows compatible viewer." MAY 2022 - APPROVED B-Spec 1. #31395 (Brandon Vivian) Allow Front Brake Ducts for All B-spec Cars In B-Spec Category Specifications, GCR Section 9.1.10.E.42., change as follows: "Brake ducts are permitted, but they must serve no other purpose. Duct openings may be created by the removal of the fog lights. Alternatively, duct openings may be created by opening 2 sections up to 14.5 square inches each of stock false grills originally located in the front fascia, or radiator shroud, but in this case while Fog lamps may be removed. Fog light holes must be completely covered. The stock headlamp location is not permitted for brake ducting." 2. #31558 (Tony Roma) Remove Note About EPA Compliance TABLED: In B-SPEC CATEGORY, GCR Section 9.1.10.A., change as follows: "NOTE: B-Spec category cars shall be in compliance with Federal Standards, specifically EPA certifications, and as specified for each automobile listed on its B-Spec Specification line and as permitted by these rules." Recommended Rules Changes F5 1. #31896 (keith joslyn) Class Name Change In F500, GCR section 9.1.1.D, change as follows: "FORMULA 500600 PREPARATION RULES" "Formula 500600 (F500600) Specifications" "9.1.1. F500600 Spec Lines" In F500, GCR section 9.1.1.D.1, change as follows: "Formula 500600 is a restricted class." In F500, GCR section 9.1.1.D.14, change as follows: "The AMW engine approved for F500600 use shall must be the AMW model no. 250-2 RC2, two cylinder, two-cycle, liquid-cooled, reed-valve engine with a nominal bore and stroke of 72mm x 61mm and a displacement of 497cc." In F500, GCR section 9.1.1.D.19, change as follows: "All F500600 cars competing in Majors Races and the Runoffs must have the AIM part #X47KPFSOLO2R0 data box mount installed on the vehicle to provide the necessary mounting of the AIM Solo or Solo 2 data box." In F500 engine table, change as follows: "F500600" In GCR CONTENTS, change as follows: "FORMULA 500600 PREPARATION RULES" In Racing Rules and Procedures, GCR section 6.4.4, change as follows: "In all SCCA competitions, engines shall must be started by the driver sitting in the normal driving position, except F500600 cars with two-cycle engines, using an on-board or supplemental power supply." In Cars and Equipment, GCR section 9.1.1, change as follows: "Formula 500600 (F56)" In Cars and Equipment, GCR section 9.3.12, change as follows: "On all carburetors (except SU, Sports Racing cars with motorcycle-type carburetors, Formula 500F600 two-cycle Mikuni VM38, and F600 motorcycle engine cars) equipped with a non-threaded fuel inlet fitting, the fitting shall must be replaced by drilling and tapping the carburetor body for a threaded fitting." In Cars and Equipment, GCR section 9.4.5.C.1, change as follows: Recommended Rules Changes "F500600 cars up to 875900 pounds may use 1020 DOM mild steel roll cage bracing with a 1.0" diameter by .065 wall thickness." In Cars and Equipment, GCR section 9.4.5.C.2, change as follows: "F500600 cars up to 875900 pounds may use 1020 DOM mild steel roll cage bracing with a 1.0" diameter by .065 wall thickness." In Appendix B, GCR section 1.4.2.D, change as follows: "It is preferable not to combine FA, FB, FC, FE, and FM with FV and/or F500600. FV may be combined with F500600." In P2 Table 1, AMAC, Asteck, Cheetah, Decker, Fox, LeGrand, Converted F500 cars spec line, change the marque as follows: "Converted F500600 cars" In P2 Table 1, AMAC, Asteck, Cheetah, Decker, Fox, LeGrand, Converted F500 cars spec line, change the notes as follows: "Converted F500600 cars must retain suspension compliant with F500600 requirements and meet all P2 non-spec line requirements except minimum width is 55 inches." General 1. #32091 (Kevin Ruck) Forward Facing Camera In Cars and Equipment, GCR

Section 9.3.11.A., change as follows: “All cars competing at Conference Majors, Super Tour events, and the SCCA Runoffs must have a forward-facing camera that is recording at all times while on track and provides a clear horizontal field of view of the cars and track ahead.” STU 1. #32409 (Super Touring Committee) STU wheel width rule In STU, GCR Section 9.1.4.1.F., change as follows: "Wheels may not exceed 18 inches in diameter and or 8.0 inches in width for vehicles under 2950 lbs. and under base minimum allowed race weight. Vehicles over 29510 base minimum allowed race weight may use a 9 inch wide wheel." APRIL 2022 - APPROVED SM 1. #32326 (Spec Miata Committee) Dyno Request SMAC would like to request the use of a dyno at the 2022 June Sprints and the 2022 Runoffs to further use for validation and evaluation of BOP in the class. STU Recommended Rules Changes 1. #32298 (Tim Pitts) Reinstate the 33mm Restrictor in STU In STU, GCR Section 9.1.4.1.H.6., add to chart the following: Inlet Restrictor (mm): "33" Minimum Weight (lbs): "2380" MARCH 2022 - APPROVED B-Spec 1. #31395 (Brandon Vivian) Allow Front Brake Ducts for All B-spec Cars In B-Spec Category Specifications, GCR Section 9.1.10.E.42., change as follows: "Brake ducts are permitted, but they must serve no other purpose. Duct openings may be created by the removal of the fog lights. Alternatively, duct openings may be created by opening 2 sections up to 14.5 square inches each of stock false grills originally located in the front fascia, or radiator shroud, but in this case while Fog lamps may be removed. Fog light holes must be completely covered. The stock headlamp location is not permitted for brake ducting." 2. #31558 (Tony Roma) Remove Note About EPA Compliance TABLED: In B-SPEC CATEGORY, GCR Section 9.1.10.A., change as follows: "NOTE: B-Spec category cars shall be in compliance with Federal Standards, specifically EPA certifications, and as specified for each automobile listed on its B-Spec Specification line and as permitted by these rules." F5 1. #31896 (keith joslyn) Class Name Change In F500, GCR section 9.1.1.D, change as follows: "FORMULA 500600 PREPARATION RULES" "Formula 500600 (F500600) Specifications" "9.1.1. F500600 Spec Lines" In F500, GCR section 9.1.1.D.1, change as follows: "Formula 500600 is a restricted class." In F500, GCR section 9.1.1.D.14, change as follows: "The AMW engine approved for F500600 use shall must be the AMW model no. 250-2 RC2, two cylinder, two-cycle, liquid-cooled, reed-valve engine with a nominal bore and stroke of 72mm x 61mm and a displacement of 497cc." In F500, GCR section 9.1.1.D.19, change as follows: "All F500600 cars competing in Majors Races and the Runoffs must have the AIM part #X47KPFSOLO2R0 data box mount installed on the vehicle to provide the necessary mounting of the AIM Solo or Solo 2 data box." In F500 engine table, change as follows: "F500600" Recommended Rules Changes In GCR CONTENTS, change as follows: "FORMULA 500600 PREPARATION RULES" In Racing Rules and Procedures, GCR section 6.4.4, change as follows: "In all SCCA competitions, engines shall must be started by the driver sitting in the normal driving position, except F500600 cars with two-cycle engines, using an on-board or supplemental power supply." In Cars and Equipment, GCR section 9.1.1, change as follows: "Formula 500600 (F56)" In Cars and Equipment, GCR section 9.3.12, change as follows: "On all carburetors (except SU, Sports Racing cars with motorcycle-type carburetors, Formula 500F600 two-cycle Mikuni VM38, and F600 motorcycle engine cars) equipped with a non-threaded fuel inlet fitting, the fitting shall must be replaced by drilling and tapping the carburetor body for a threaded fitting." In Cars and Equipment, GCR section 9.4.5.C.1, change as follows: "F500600 cars up to 875900 pounds may use 1020 DOM mild steel roll cage bracing with a 1.0" diameter by .065 wall thickness." In Cars and Equipment, GCR section 9.4.5.C.2, change as follows: "F500600 cars up to 875900 pounds may use 1020 DOM mild steel roll cage bracing with a 1.0"

diameter by .065 wall thickness." In Appendix B, GCR section 1.4.2.D, change as follows: "It is preferable not to combine FA, FB, FC, FE, and FM with FV and/or F500600. FV may be combined with F500600." In P2 Table 1, AMAC, Asteck, Cheetah, Decker, Fox, LeGrand, Converted F500 cars spec line, change the marque as follows: "Converted F500600 cars" In P2 Table 1, AMAC, Asteck, Cheetah, Decker, Fox, LeGrand, Converted F500 cars spec line, change the notes as follows: "Converted F500600 cars must retain suspension compliant with F500600 requirements and meet all P2 non-spec line requirements except minimum width is 55 inches." General 1. #32091 (Kevin Ruck) Forward Facing Camera In Cars and Equipment, GCR Section 9.3.11.A., change as follows: “All cars competing at Conference Majors, Super Tour events, and the SCCA Runoffs must have a forward-facing camera that is recording at all times while on track and provides a clear horizontal field of view of the cars and track ahead.” Recommended Rules Changes STU 1. #32409 (Super Touring Committee) STU wheel width rule In STU, GCR Section 9.1.4.1.F., change as follows: "Wheels may not exceed 18 inches in diameter and or 8.0 inches in width for vehicles under 2950 lbs. and under base minimum allowed race weight. Vehicles over 29510 base minimum allowed race weight may use a 9 inch wide wheel." FEBRUARY 2022 - APPROVED B-Spec 1. #31351 (Frank Schwartz) Request spring attachment In GCR, Section 9.1.10.E.36., change as follows: "Suspension: competitors may use the OEM suspension, any part of the manufacturer upgraded suspension kit or any B14 Bilstein shock or strut with no modifications except as required for mounting. Any part required to adapt the B14’s to the car must be submitted for approval by the CRB and added to the individual spec line. Any spring up to a maximum spring rate of 500 pounds may be used. Springs are allowed to be strapped or zip tied to the body. The purpose of the strap should be to keep the spring in place when the axle goes into rebound. The strap can serve no other function. Competitors must use the OEM bump stops or the bump stops provided in the manufactures kit. Adjustable sway bar end links may be used on all cars. Front sway bars may be disconnected and removed

Motion to Approve the attached CRB Race Memo as Written.

Motion - Steve Strickland

Second - Dayle Frame

RACING MEMO ISSUED: September 22, 2022 NUMBER: RM 22-08 FROM: Board of Directors TO: All Participants SUBJECT: Porsche 991.2 GT3 Cup Restrictor E&O To amend a mistake in the January 2023 Technical Bulletin posted in Fastrack which showed the letter #33681 below, the Restrictor will be listed at 65mm as the original restrictor size was actually 63mm. In GT2, Porsche 991.2 GT3 Cup, make Changes as follows: 31003000lbs. 6567mm Throttle Body Restrictor (TBR

Motion to approve minutes from December 12, 2022 Board of Directors Meeting as presented.

Motion - Peter Jankovskis

Second - Steve Strickland

Board of Directors Meeting Minutes 12 December 2022 Between its December 3 and December 12 meetings, the Board of Directors learned that the SEB decided to recommend John Vitamvas as a new member. Motion to accept the SEB's recommendation to add John Vitamvas to the SEB effective immediately. Motion - KJ Christopher; Second - Peter Jankovskis; PASSED. The Secretary acknowledges that these minutes may not appear in chronological order and that all participants may not have been present during the entire meeting. The Board of Directors met via Zoom, December 12, 2022, at 8:00pm CST. Area Directors attending: Peter Jankovskis, Chairman, Area 5; Steve Strickland, Vice-Chairman, Area 12; KJ Christopher, Treasurer, Area 7; Lyn Hodges Watts, Secretary, Area 3; Clay Turner, Area 8; Chris Albin, Area 6; Jack Burrows, Area 2; Charlie Davis, Area 9; Chuck Dobbs, Area 10; Peter Schneider, Area 1; Dayle Frame, Area 4; Dale Shoemaker, Area 11; and Jeff Zurschmeide, Area 13. 2023 Incoming Directors attending: Bob Crawford, Area 2; Mark Weber, Area 6 National Staff: Attending were Michael E. Cobb, President & CEO; Eric Prill, VP Road Racing; Heyward Wagner, Sr. Dir. Rally/Solo & Experiential Programs; Deanna Flanagan, Director, Road Racing, and Mary Hill, Executive Assistant. Additional Attendees: John LaRue, CRB Chair Call to Order – Vice Chairman, Strickland – 8:00PM CST Roll Call – Vice Chairman, Strickland The meeting began with a discussion of proposed GCR changes led by John LaRue. John provided background on the new T5 class. He noted that the changes to rules for the T1 class had been discussed with the T1 community in multiple Town Halls. Modification of the rule requiring a mandatory point on a driver's record for CSAs was also discussed. Motion to approve the CRB rule changes as submitted. Motion – Peter Jankovskis; Second – Dayle Frame; PASSED. The Directors then discussed feedback from the community on the decision to suspend Rally Sprint 1 and Rally Sprint 2. In addition to posts on Facebook, it was noted that the BoD had received approximately 20 direct emails. Only half of those emails were from current members of the club. The general theme was unhappiness that the club was removing a path to stage rally activity and had done so with no notice. One email expressed the aspiration that expansion of Rally Sprint might eventually lead SCCA to reinstate stage rally. Jankovskis indicated that he had received an email from RXB Chair Armantrout requesting a call and they had agreed to speak on Wednesday, December 14. Jankovskis indicated he would be attending a Zoom meeting of the New England Region, home of the most active Rally Sprint program, on that date as well. Motion to Adjourn – Motion – Steve Strickland; Second – Peter Jankovskis Adjourned at 9:10pm Respectfully submitted, Mary H. Hil

Motion to approve minutes from the December 3, 2022, Board of Directors Meeting as presented.

Motion - Peter Jankovskis

Second - KJ Christopher

Motion to suspend SCCA membership of John Frank.

Motion: Lyn Hodges Watts

Second: Charlie Davis

January Motions – The below Motions were placed for vote by the SCCA Board of Directors – ALL MOTIONS PASSED.

Motion to accept the CRB Race Memo to classify the Hyundai Veloster in T3 as presented.

Motion - Peter Jankovskis

Second - Bob Crawford

RACING MEMO ISSUED: January 4, 2022, NUMBER: RM 23-01 FROM: Board of Directors TO: All Participants SUBJECT: T3 Hyundai Veloster Turbo 2018-2021 Classification In T3 classify the Hyundai Veloster Turbo 2018-2021 as follows: T3 Bore x Stroke(mm)/ Displ. (cc) Wheel - base(mm) Wheel Size (in.) Tire Size (max) Gear Ratios Final Drive Brakes (mm) Weigh t (Lbs) Notes: Hyundai Veloster Turbo 2018- 2021 77 x 85.4 1584 2650 17 x 8 235 3.308, 1.962, 1.294, 0.976, 0.778, 0.633 4.467 F) 331 x 32Vented Disc (R) 261 x 10 Solid Disc 2845 INJEN Intake Part# SP1342BLK allowed. C&R Radiator CR-CC S1423 with silicone hoses allowed. Front Tower Brace allowed. Penske 165932 F1 front and Penske 166295 R1 shocks allowed with up to 1100lb springs. 22mm rear swaybar allowed. Wilwood 1262741 caliper allowed in front with 331x32mm 2-piece aluminum/ferrous brake rotor. Vehicle is to race as homologated from SRC TCA rules with changes for tires to fit into Touring Classifications.