Fastrack news official SCCA member notification
EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

CLUB RACING BOARD MINUTES | September 2, 2025

The Club Racing Board met by teleconference on September 10, 2025. Participating were Dayle Frame, Chairman; David Arken, David Locke, Jim Goughary, Peter Keane, Tom Start, Tony Ave and Shelly Pritchett, secretary. Also participating were: Chuck Dobbs and Mark Weber, BoD liaisons; Sydney Davis Yagel, Senior Manager of Race Operations, Scott Schmidt, Road Racing Technical Manager, Glen Thielke, Data. The following decisions were made:

Member Advisory

None.

No Action Required

GCR

1. #38752 (Tobin Schuster) Aborted Race Start
Thank you for your letter. The appropriate reference section for flag display on an aborted start in Club Racing is in the first sentence of GCR section 6.5.4.A: "The Starter will abort the start by displaying no flag and shaking their head in the negative."

SMX5

1. #38572 (Will Schrader) In Support of Single Source Engine Supplier
Thank you for your detailed response. Please see letter # 38969 in September 2025 Fastrack.

2. #38573 (Jon Davies) Support for Sealed Engines
Thank you for your detailed response. Please see letter # 38969 in September 2025 Fastrack.

3. #38574 (Steven Phillips) Support for Single Source Engine
Thank you for your detailed response. Please see letter # 38969 in September 2025 Fastrack.

4. #38577 (Jason Rawlins) Support for Single Sourcing Engines in SMX
Thank you for your detailed response. Please see letter # 38969 in September 2025 Fastrack.

5. #38595 (Kristine Craine) Support of the Single Source Engine Provider for the SMX Class.
Thank you for your detailed response. Please see letter # 38969 in September 2025 Fastrack.

6. #38605 (Alex Phelps) Support for Engines/SMX - What do you think
Thank you for your detailed response. Please see letter # 38969 in September 2025 Fastrack.

7. #38661 (Ben Jacobs) Proposed Single Source Motor Feedback
Thank you for your detailed response. Please see letter # 38969 in September 2025 Fastrack.

8. #38686 (Ken Sutherland) Parity/Support the Roush Single Source Engine Supplier.
Thank you for your detailed response. Please see letter # 38969 in September 2025 Fastrack.

9. #38726 (Todd Miller) Support for SMX Single Source Motors
Thank you for your detailed response. Please see letter # 38969 in September 2025 Fastrack.

10. #38739 (Ethan Barker) Spec MX5 Single Source Engine Builder Will Hurt the SMX Class
Thank you for your detailed response. Please see letter # 38969 in September 2025 Fastrack.

11. #38741 (Ryan Gutile) Sealed Engine Feedback for SMX
Thank you for your detailed response. Please see letter # 38969 in September 2025 Fastrack.

12. #38769 (James Ebben) Opposed to Single-Source Engine
Thank you for your detailed response. Please see letter # 38969 in September 2025 Fastrack.

13. #38823 (Cliff Ebben) Opposed to Single-Source Engine
Thank you for your detailed response. Please see letter # 38969 in September 2025 Fastrack.

14. #38832 (Cam Ebben) Opposed to Single-Source Engine
Thank you for your detailed response. Please see letter # 38969 in September 2025 Fastrack.

15. #38848 (Jarrett Jones) SMX Single Source Engine
Thank you for your detailed response. Please see letter # 38969 in September 2025 Fastrack.

16. #38849 (Benjamin Merwin) Single Source Engines Feedback
Thank you for your detailed response. Please see letter # 38969 in September 2025 Fastrack.

17. #38850 (Jason Fichter) In Support of Single Engine Supplier
Thank you for your detailed response. Please see letter # 38969 in September 2025 Fastrack.

18. #38854 (David Pintaric) 38524 Sealed Engine Proposal Feedback
Thank you for your detailed response. Please see letter # 38969 in September 2025 Fastrack.

19. #38855 (Moss Caballero) Single Sourced Engines Concern
Thank you for your detailed response. Please see letter # 38969 in September 2025 Fastrack.

20. #38857 (Andy Hill) SMX Engine Change Feelings
Thank you for your detailed response. Please see letter # 38969 in September 2025 Fastrack.

21. #38864 (Daniel Goff) Opposition of Single Manufacture Engines for Spec MX5.
Thank you for your detailed response. Please see letter # 38969 in September 2025 Fastrack.

22. #38865 (Stephanie Andersen) Sealed Engine Proposal
Thank you for your detailed response. Please see letter # 38969 in September 2025 Fastrack.

23. #38866 (RICHARD BARATTA) Opposing Sealed Engines
Thank you for your detailed response. Please see letter # 38969 in September 2025 Fastrack.

24. #38867 (Fred McConnell) Single Source Programs Kill Competition
Thank you for your detailed response. Please see letter # 38969 in September 2025 Fastrack.

25. #38868 (Christopher Haldeman) Rejection of Sealed Engine
Thank you for your detailed response. Please see letter # 38969 in September 2025 Fastrack.

26. #38869 (Dave Hicks) Owner Operator Hicksmotorsports
Thank you for your detailed response. Please see letter # 38969 in September 2025 Fastrack.

27. #38874 (Bryan Lampe) #38524 (Spec Mazda (SM/SMX) Committee) SMX Single Source Engine
Thank you for your detailed response. Please see letter # 38969 in September 2025 Fastrack.

28. #38875 (Tim Ferrick) SMX WDYT Sealed Engine
Thank you for your detailed response. Please see letter # 38969 in September 2025 Fastrack.

29. #38876 (Greg Andrews) Single Sourcing Engines (Roush)
Thank you for your detailed response. Please see letter # 38969 in September 2025 Fastrack.

30. #38877 (Kevin Duchak) Single Sourced Motors.
Thank you for your detailed response. Please see letter # 38969 in September 2025 Fastrack.

31. #38878 (Aaron Cole) SMX SINGLE SOURCE ENGINE
Thank you for your detailed response. Please see letter # 38969 in September 2025 Fastrack.

32. #38903 (Stephen K Jones) Against the Rule to Change to Single Source Engine Supplier.
Thank you for your detailed response. Please see letter # 38969 in September 2025 Fastrack.

Not Recommended

GCR

1. #38756 (Mark Hutchins) Passing
Thank you for your letter. The Club Racing Board does not recommend this change. The rule on passing is adequate as defined. From a corner worker perspective, a car arriving and then being alongside a slower car in a no passing yellow zone is likely indistinguishable from a car that is passing another car. Asking a busy corner worker who is responsible for waving a yellow flag to distinguish which car is ahead by a nose or a wheel when cars are side-by-side in a no passing zone is not practical.

General

1. #38460 (Larry Pannemann) Data Recorder Proposal
Thank you for your letter. We are not able to accomplish this at this time, but it may be a part of what our data program could look like down the road.

ITS

1. #38925 (Paul Ronie) 2006-2015 Mazda MX5 Weight for ITS
Thank you for your letter. The weight will remain at 2740 pounds. Please refer to letter #36373 in October 2024 Fastrack.

EP

1. #38899 (Doug Piner) Incorrect Info in Response to 38566

Thank you for your letter. The current 50lbs difference between the 2.5L Z4 and 2.5L Z3 is fair until additional data and results prove otherwise. They are not the same car, with different suspension design, bodywork, and aero drag (increased frontal area does not always increase aero drag). The brake sizes are very similar, and both are permitted the same max 18x8 wheel width. If there are concerns with sourcing a 17" or 18" racing slick, then consider running a 15" wheel like most current BMW Z3 and E36 racers in EP are doing.

SM

1. #38420 (Jim Drago) Rear Upper Control Arms

Thank you for your letter. SMAC does not feel this change is necessary at this time.

Recommended Items

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Club Racing Board. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged. Please send your comments via the form at www.clubracingboard.com.

AS

1. #39016 (Club Racing Board) Replace GCR Section 9.1.6.

In GCR, Section 9.1.6. and Spec Lines, replace in their entirety as follows:

"

9.1.6. AMERICAN SEDAN CATEGORY

These specifications are part of the SCCA GCR and all automobiles shall conform to GCR Section 9.

A. **PURPOSE**

The American Sedan (AS) class is intended to provide the membership with the opportunity to compete in lower cost V8 powered automobiles, suitable for racing competition. Cars eligible for this class are listed at the end of 9.1.6. They will be prepared to manufacturer's specifications except for modifications and alternate specifications permitted by these rules. Modifications will be grouped into two categories, "Full" preparation and "Restricted" preparation. All modifications will specify the category to which they apply. The Club may alter or adjust certain specifications to equate competitive potential.

B. **INTENT**

It is the intent of these rules to allow modifications useful and necessary to construct a safe, more reliable, competition automobile. Other than those items specifically allowed by these rules, no component or part normally found on a stock example of a given vehicle shall be disabled, altered, or removed. Cars need not be eligible for state licensure or registration.

1. The competitiveness of any car in American Sedan shall not be guaranteed. Adjustments may be made to all vehicles to achieve a Balance of Performance, BOP.

~~Restricted Preparation Cars Engines Only:~~ ~~Restricted Preparation~~ American Sedan automobiles shall, at all times, be in compliance with the specifications contained within their factory Shop/Service Manual(s) except as modified by these rules. Factory Shop/Service Manuals may come in the form of printed material, microfiche, CDs, DVDs and/or Internet access to manufacturer sponsored web- based databases. It is the responsibility of the competitor to provide this information upon request from any SCCA official and to provide the electronic device capable of accessing the data for compliance verification. Failure to provide some form of the Factory Shop/ Service Manual upon request is adequate for disqualification from any event.

C. **SPECIFICATIONS**

1. To maintain the restricted basis of American Sedan, updating and/or backdating of components is only permitted within cars of the same make/model and listed on a single American Sedan Specification line. Any updated/backdated components shall be substituted as a complete assembly. No interchange of parts between assemblies is permitted, and all parts of an assembly shall be as originally produced for that assembly. No permitted or alternate component or modification shall additionally perform a prohibited function.

a. Cars are classified by year, make, model*, Full or Restricted Preparation Engine,* and/or engine displacement (See Specification Lines) ~~(see Section E., "Car Classification").~~***~~Restricted preparation American Sedan cars must provide their Vehicle Identification Number (VIN) upon request from any SCCA official, for the purpose of identifying the year in which the car was built. The VIN number shall not be used for any other purpose~~***.

2. The SCCA shall specify the minimum weight for each classified car, as qualified or raced, with driver. Ballast is permitted.

3. ***~~Cars potentially eligible for Restricted Preparation may be required to run in Touring for at least two years before being classified in American Sedan. Cars not classified in Touring will be considered, on an individual basis, when adequate information is available to determine correct specifications.~~*** Where Factory Specifications are absent or unclear, SCCA may establish an acceptable dimension and/ or tolerance from known stock parts.

4. All rules referencing OEM parts, unless specified in these rules, must be unmodified OEM parts.

D. **AUTHORIZED MODIFICATIONS**

The following modifications are authorized on American Sedan Category cars. It is not permitted to make changes, alterations, or modifications to any component produced by the manufacturer unless specifically authorized by these rules or required by the GCR. No permitted or alternate component or modification shall additionally perform a prohibited function. Replacement parts may be obtained from sources other than the manufacturer provided they are exact equivalent of the original parts. The intent of this rule is to allow the competitor to obtain replacement parts from standard industry outlets, such as, auto parts distributors, rather than from the manufacturer. It is not intended to allow parts that do not meet all dimensional and material specifications of new parts from the manufacturer, unless otherwise allowed in these rules.

1. Engine (additional specs., see Section F – *Full Preparation* Engine Build Sheets)
   a. Air Induction System:
   1. Full preparation *Engines* only:
      a. All ~~cars~~ *engines* shall fit the approved carburetor and manifold. The approved manifold may be ported and polished, and exhaust crossover may be blocked, 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.
      b. Any external throttle linkage to the carburetor may be used. Choke mechanisms, plates, rods, and actuating cables, wires, or hoses may be removed. No removal or alteration of the carburetor air horn is permitted.
      c. All air entering the intake tract shall pass through the carburetor air inlet.
      d. An open-sided, closed-top air cleaner assembly, with a maximum diameter of 16 inches, with a filter element having a maximum diameter of 14 inches and a maximum height of 3 inches is required.
      e. Filter element material is unrestricted.
      f. Velocity stacks, ram air, cowl induction, shrouding or ducting of air to the air cleaner or carburetor are not permitted.
   2. Restricted preparation ~~cars~~ *engines* only:
      a. All unmodified OEM induction system components (such as, but not limited to air cleaner assembly (less filter element), all hoses connecting the air cleaner assembly to the throttle body, throttle body, and intake manifold) must be maintained. All air entering the intake tract shall enter through the OEM throttle body.3
         I. ~~Non-OEM Cold air induction systems are allowed.~~ *Any commercially available cold air intake that bolts onto the engine is allowed. No modifications to the body, chassis, grill, or bumper are permitted when installing a cold air intake. Ram air is NOT allowed.*
         II. Air filter element material is unrestricted.
         III. Restrictor plates may be required. Refer to vehicle specification line.
         IV. *Ford 5.0 Coyote engines (Gen 1, 2, and 3) may all use the Gen 1 exhaust manifold.*
      b. Fuel Pumps/Lines:
   1. Any fuel pump(s), fuel pressure regulators, or filters may be used and may be relocated, but shall not be located in the driver/passenger compartment. If a mechanical pump is removed, a blanking plate may be used to cover the original mounting location.
   2. Fuel line(s) may be replaced, relocated, and given additional protection. If the relocated line(s) passes through the driver/passenger compartment, it/they shall be metal or metal braided, and shall be securely fastened.
   3. Fuel Delivery:

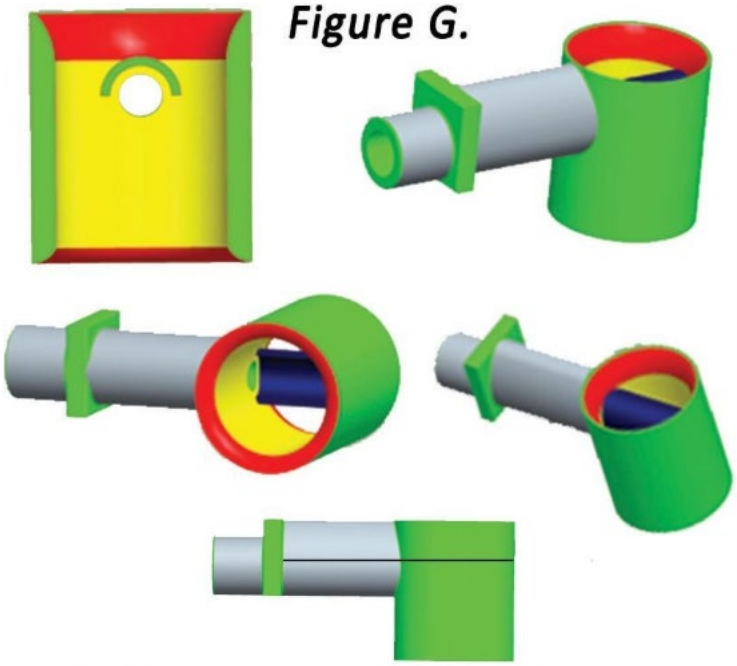
Full preparation ~~Cars~~ *engines* only:

a. Only the approved carburetor (Holley #4776, 600cfm 4bll), insulator (Holley #108-12), and manifold (Edelbrock Performer RPM #7101-General Motors / #7121- Ford/Mercury) shall be fitted to cars. The carburetor shall be identified by the numbers "4776". Additional numbers stamped on the horn section of the carburetor, such as "-X" (indicating the die lot number for that carburetor) and "XXXX" (up to 4 digits indicating the day of the year the carburetor was produced along with the year in the decade it was produced) shall not be used to identify the carburetor. Two carburetor base gaskets (each base gasket can be no thicker than .125 inches) may be used, one on each side of the insulator.

b. Other than as provided for in these rules, the carburetor shall not be modified in any way. Any carburetor jets, air jets, accelerator pump, pump cam, and accelerator pump nozzles may be used. Any power valves, metering blocks, and floats may be used. 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). Any butterfly attach screws can be used. Carburetors may be modified to allow "four corner" idle adjustment. A Holley 600 carburetor test gauge kit, such as, BLP Racing Products Kit 7862 (with the exception of Combined Throttle Shaft and Plate gauges 78623P and 78623S), may be used to validate compliance of the carburetor (Note that the SCCA may use other kits not listed here, visual inspection, and comparison to SCCA supplied Holley 600 carburetors). Vent tubes may be modified or replaced and must be no taller than 2.0" when measured from the circular air cleaner mounting surface on the carburetor to the topmost part of the tubes. The vent tubes shall not pass through the air cleaner. The vent tubes shall not be connected to each other.

Boosters must be shaped as shown fig. g below:

Figure G.



Note: black line represents a casting line that should be present.

4. Restricted preparation ~~cars~~ *engines* only:
   a. OEM fuel injectors and fuel rail assembly must be maintained. To reduce fuel fire hazard, OEM fuel rail inlet and outlet (return) ports may be changed to allow alternate fittings. No other changes to the OEM fuel rail assembly are permitted.
   b. ~~The engine management computer or ECU may be altered but not replaced. All modifications shall be done within the original housing. ECUs must be able to communicate through the stock OBD reader port.~~ *Any ECU/ECM may be used.*
   c. Exhaust emission control:
      1. A.I.R. (Air Injection Reaction) pumps, associated lines, nozzles, and other electrical/mechanical emis- sion devices may be removed. If such items are not removed, they shall not be modified in any way. If EGR devices/nozzles are removed from a cylinder head or manifold, any holes remaining shall be completely plugged.
      2. Catalytic converter(s) may be removed.
   d. Exhaust:

1. Full preparation engines only:
   a. Replacement exhaust manifolds, or "headers," may be used. Cylinder head mounting flange(s) shall be no thicker than 0.375 inch, and tubing diameter shall be no greater than 1.625 inch O.D., measured at any tube location one (1) inch from the flange to the collector.
   b. Exhaust after the manifolds/headers must meet the below requirements but is otherwise unrestricted.
   c. No exhaust pipe(s) shall pass over the engine, bellhousing, or transmission.
   d. Exhaust shall exit behind the driver and shall be directed away from the car body. A suitable exhaust muffling system may be necessary to meet sound control requirements.
2. Restricted preparation ~~cars~~ *engines* only:
   a. OEM exhaust manifolds must be maintained unless indicated on a specification line.
   b. Oxygen sensors may be removed and plugged.
   c. Exhaust after the manifolds must meet the below requirements but is otherwise unrestricted.
   d. No exhaust pipe(s) shall pass over the engine, bellhousing, or transmission.
   e. Exhaust shall exit behind the driver and shall be directed away from the car body. A suitable exhaust muffling system may be necessary to meet sound control requirements.

   e. **Ignition System:**

1. Full preparation engines only:
   a. Any ignition system which utilizes the distributor for spark timing and distribution is permitted. Any distributor that requires no modification to the engine may be fitted. Internal distributor components and distributor cap may be substituted.
   b. Crank fire ignition systems are prohibited.
   c. Any spark plugs, single coil, and ignition wires may be used.
   d. Ignition timing is unrestricted.
2. Restricted preparation ~~cars~~ *engines* only:
   a. OEM or factory equivalent ignition system must be utilized for detection and distribution.

b. OEM or factory equivalent coils must be utilized.
c. Any spark plugs and ignition wires may be used.
d. Ignition timing is unrestricted.

f. **Battery:**
1. Any 12 volt battery may be used.
2. The battery may be relocated as per GCR section 9.3 Batteries.
3. Additional battery hold down devices may be used and are strongly recommended.

g. **Camshaft/Valvetrain:**
1. Full preparation ~~cars~~ *engines* only:
a. The camshaft may be replaced with a unit of any origin meeting specified maximum lift (see Section F – Engine Build Sheets), measured at the valve with zero lash.
b. Cam timing, timing chains, woodruff keys, dowel pins, and sprockets are unrestricted. Double row chains may be substituted for single row chains. Timing belts and gear driven timing systems are prohibited unless fitted as original equipment.
c. Valve lifters shall be of the solid (flat tappet) type only. Roller, hydraulic, or "mushroom" lifters are prohibited. See Section F – Engine Build Sheets for additional specifications.
d. Valve springs are unrestricted except that they shall be made of steel. Heads may be machined to accommodate any valve spring. Valve spring retainers and keepers are unrestricted.
e. Rocker arms may be replaced with any rocker arm. Shaft mounted rocker arms are permitted using a minimum of eight shafts. Valve train stud girdles are allowed.
f. Pushrods may be replaced with any pushrods of steel (ferrous) material.
g. Valve covers are unrestricted.
2. Restricted preparation ~~cars~~ *engines* only:
a. OEM camshaft and valvetrain components must be utilized based on vehicle year and model. Updating and/or backdating within a specification line is permitted.
b. All camshaft/valvetrain hardware shall be installed/timed in conformance with those specifications and procedures outlined by the vehicle's manufacturer.
c. Alternate camshafts may be specified for performance equity. See specification line.
d. Valve covers are unrestricted.

h. Oiling system:
1. Oil pans, pan baffles, scrapers, and windage trays, oil pickups, lines, and filters are unrestricted.
2. A pressure accumulator/" Accusump" may be fitted.
3. The location of the filter and accumulator are unrestricted, but they shall be securely mounted within the bodywork.
4. All oil lines that pass into or through the driver/passenger compartment shall be metal or metal braided hose.
5. Engine oil and oil additives are unrestricted.
6. Oil catch tanks are permitted. All engine breathers or vapor recirculation lines, if disconnected, shall vent to a catch tank of one (1) quart minimum capacity. Such catch tanks shall not be mounted in the driver/passenger compartment

Accessory Drive:
1. Engine drive belts and pulleys may be replaced with any non-tooth driven belt and appropriate pulleys for the purpose of component RPM reduction.
2. Any mechanical (non-electrical) water pump may be used provided it is mounted in the original position.
3. Any belt driven, mechanical power steering pump and any alternator may be used. They must mount to the front of the engine. Remote reservoirs maybe added.
4. Any power steering and/or alternator brackets may be used if they perform the same mounting function as the originals.
5. Air conditioning systems may be removed in whole or in part.

i. Engine Components:
1. Full preparation ~~cars~~ *engines* only:
a. Engine block shall be cast iron as produced by the vehicle's manufacturer and must meet the requirements in Section F – Engine Build Sheets.
b. Main cap girdles may be fitted.
c. Any aluminum replacement piston with three piston rings may be used. See Section F – Engine Build Sheets for additional specifications.
d. Piston rings are unrestricted.
e. Balancing and "blueprinting" of the engine assembly are permitted. Lightening of parts beyond the minimum material removal necessary to balance is prohibited.
f. An alternate, commercially available, vibration dampener may be fitted.
g. Cylinder head to intake/exhaust manifold port matching is permitted. No material shall be removed from or added to the cylinder head(s) further than one (1) inch in from the mani- fold to cylinder head mounting face(s). External dimensions of the cylinder head or intake/ exhaust manifold shall not be reduced to facilitate internal porting. Cutting (and subsequent welding of) the intake manifold to facilitate internal porting is not permitted.

h. The throat area of the port consists of a single cut up to a maximum 90 degree angle at the very bottom of the steel valve seat as it transitions to the aluminum or cast iron casting below ("Throat Cut"). It is permitted to plunge cut the throats in order to correct for core shift that is commonly found in many cylinder heads. This cut cannot extend further than ~~1.100~~ *1.200* inches below from the top of the ferrous valve seat. There can be no tooling or machine marks in the head below this point. The area where the cut meets the floor of the cylinder head port cannot be blended by hand, machined or chemically processed to create a smooth transition at this point. No aluminum or cast iron in the bowl area (other than that specified for the plunge cut) or the ports may be removed, added or manipulated for any reason. It is understood that many heads may look slightly different from bowl to bowl due to casting irregularities. No material may be removed or added from the short turn radius in the port. No material shall be removed, added or manipulated in any area of the heads beyond the 1 inch in port matching. The heads shall not be blended by hand, machined or chemically processed for any reason (including, but not limited to) to create a smooth or resurfaced appearance. The heads shall not be cut (and subsequently re-welded) for any reason. Any modification of the cylinder head beyond that permitted in this section and Section F. (Engine Build Sheets) is prohibited. See Section F – Engine Build Sheets for additional specifications. Where possible, the SCCA will specify dimensions. The lack of dimensional specifications does not negate the restrictions outlined here with respect to the heads and intake manifold.

i. Valve guide material is unrestricted.

j. Milling of the cylinder head to increase compression ratio is permitted.

k. Any or all valve seats may be replaced. Valve seat material must be ferrous.

l. The combustion chamber may be repaired or modified in the area shown in Section F – Engine Build Sheets, Drawing 2 to repair or prevent pitting or damage between the intake and exhaust valves. For this repair or modification, it is permissible for the valve seats to contact each in the area shown in Section F, Drawing 2. This repair/modification may serve no other purpose.

m. Only stock, steel, or stainless steel intake and exhaust valves are permitted. Titanium or titanium alloy valves are not permitted. Valve seat specifications shall comply with Section F – Engine Build Sheets, Drawing 1. Valve length and valve stem installed height is open. Any valve seal may be used.

n. A valve job will consist of 3 valve angles only not including the throat cut angle. Each of these valve angles is open. The widths of the valve angles on the head and on the valve are open. The maximum diameter of the cut in each valve seat is .250 inches greater than the diameter of its valve head. All valve cuts must be concentric with the valve stem. Addi- tional valve specifications are listed in Section F – Engine Build Sheets. Valve seat specifica- tions shall comply with Section F – Engine Build Sheets, Drawing 1.

o. Aftermarket starters mounted in stock location are permitted.

p. Engine gaskets are unrestricted.

q. Motor mounts are unrestricted. Engine must remain in the original, or approved location.

2. **Restricted preparation ~~cars~~ *engines* only:**

a. OEM engine components must be utilized based on vehicle year and model. Updating and/ or backdating within a specification line is permitted. Replacement parts may be purchased from alternative standard outlets such as parts stores, provided they are equivalent of the stock OEM part.

- Replacements parts include:
- Pistons and rings
- Bearings
- Oil pump
- Starter
- Seals
- Gaskets

b. OEM oversized pistons or factory equivalent may be used for repair purposes (max .040 inches over the bore size listed in vehicle's specification line allowed).

c. OEM oversized piston rings or factory equivalent may be used for repair purposes.

d. OEM oversized bearings or factory equivalent may be used for repair purposes.

e. Engine repair procedures shall be performed utilizing OEM procedure or Factory Service bulletins. Where Factory Service Manual measurement specifications for engine compo- nents may conflict with assembled Factory Service Manual specifications for performance (such as, but not limited to, compression ratio), the performance specifications shall be the measurement used for compliance. The SCCA strongly encourages the measurement of performance specifications after engine assembly and the adjustment to compliance, if needed, through the use of items listed in 9.1.6.D.1.k.2.a.

f. Balancing is allowed. Removal of material solely for the purposes of balancing is permitted.

g. Motor mounts are unrestricted. Engine must remain in the original location.

h. Maximum allowed compression ratio for all restricted preparation cars is specified in the vehicle's specification line.

j. Flywheel/Clutch:

a. Any flywheel of stock diameter and weighing a minimum of 15.0 lbs with ring gear may be used.

b. Any clutch disc and pressure plate of stock diameter may be used.

c. Pressure plate/clutch cover assembly shall be ferrous only and shall bolt in the original stock mounting location.

d. Balancing of the flywheel/clutch cover assembly/pressure plate is permitted.

e. SFI 1.1 or 1.2 spec flywheel and clutch are allowed as long as they meet the above specifications. Method of clutch actuation is unrestricted.

k. Misc. Engine Components:

1. All engine components not otherwise listed in these rules shall meet factory specifications for stock parts.

ii.Cleaning:

Engine parts, including, but not limited to, heads, intake manifolds and carburetors, may be cleaned using usual methods (e.g., bead blasting, soda blasting, Scotch Brite pads) as long as part dimensions are not altered.

iii.Coatings/Paint:

Unless otherwise restricted within the AS rules, paints and coatings are permitted on drivetrain components except for the following locations: internal engine block surfaces, internal cylinder head surfaces, internal intake manifold surfaces, and internal carburetor surfaces.

1. Engine Cooling System:

a. Radiator:

1. Any radiator may be used, provided it can be mounted in the original location and requires no body or chassis modifications to install.
2. Catch and/or expansion tanks may be added or substituted.
3. Engine coolant fluid is unrestricted.
4. Coolant/heater hoses and clamps may be substituted. Heater hoses may be plugged. Heater water control valve(s) may be added or substituted.
5. The entire heater assembly may be removed. This includes all hoses, lines, ducts, coils and controls. Any resulting holes in the firewall must be plugged or covered.
6. Thermostats may be modified, removed, or replaced with blanking sleeves or restrictors.
7. Screens may be mounted in front of the radiator and/or oil cooler(s) and must be contained within the bodywork.

b. Coolers:

1. Engine and power steering oil cooler(s) may be added or substituted.
2. Location within the chassis is free, provided that it/they are not mounted within the driver/ passenger compartment.

c. Cooling Fans:

1. Any cooling fans may be used. Cooling fans may be removed.
2. Electrically operated fans with manual or automatic actuation may be fitted.

3. Transmission/Final Drive:

a. Transmission:

1. ~~Full preparation engines only:~~

Any H-Pattern 4 or 5*, or 6* speed transmission is permitted with the gear ratios listed on the vehicle spec line (with a tolerance of +/- .05 per gear). 4 speed transmissions must match either 4 speed gear ratios listed on their specification line or one of the car's specification line 5 speed gear ratio sets for gears 1 through 4, with a tolerance of +/- .05. Sequential shifting transmis- sions are prohibited. Pneumatic, hydraulic or electric actuation of the gear shift mechanism is prohibited. Transmissions that use a gear engagement mechanism different than stock type (e.g., circular, beveled) are prohibited. Face-tooth engagement gearboxes (e.g., dog rings) are permitted at a 50 lbs. weight penalty, *If ratios 2.20, 1.64, 1.28, 1.00 are used with face engagement 50lb weight penalty will be added.*

a. . Any first gear ratio greater than 2.5 is permitted. *The stock Ford Transmission MT82 may be used in any American Sedan Ford Car.*
b. Any conventional H-pattern, non-sequential shifter may be used.
c. Transmission mounts are unrestricted.
d. Transmission lubricants are unrestricted.
e. Transmission coolers are permitted. Dry Sump transmission coolers are not permitted.

2. ~~Restricted preparation cars only:~~

a. ~~OEM or Factory equivalent transmission components must be utilized. Updating and/or back- dating within a specification line is permitted.~~
b. ~~Transmission repair procedures may be performed utilizing OEM procedures.~~
c. ~~Any conventional H-pattern, non-sequential shifter may be used.~~
d. ~~Transmission mounts are unrestricted.~~
e. ~~Transmission lubricants are unrestricted.~~
f. ~~Transmission coolers are permitted. Dry Sump transmission coolers are not permitted.~~

3. ~~*All Cars*~~

a. *Any four speed synchro mesh transmission maybe used with gear ratios 2.20, 1.64, 1.28, 1.00 or 2.88, 1.91, 1.33, 1.00.* ~~If ratios 2.20, 1.64, 1.28, 1.00 are used 50lb weight penalty will be added.~~

b. *Tremec TKX with ratios 2.87, 1.89, 1.28, 1.00, .81 is allowed*

b. Driveshaft:

1 OEM driveshafts may be replaced with any one piece driveshaft of steel or aluminum construction.

2. The driveshaft may be modified to fit alternate differentials and/or transmissions.
3. Driveshaft loops are permitted/recommended.

c. Rear Axle/Final Drive:

1. Any OEM rear axle assembly is permitted, provided it was available in the listed vehicles contained within the specification line.
2. Ford 9" rear axles are permitted in all cars. Center section shall be of ferrous material.
3. Dana 44 axles are permitted in all cars.
4. Any final drive ratio is permitted.
5. Any limited slip or locked differential is permitted.
6. C-clip eliminators are permitted.

7. Full floater axles are permitted.
8. Aftermarket or modified rear differential covers are allowed.
9. Differential coolers are permitted. Dry Sump differential coolers are not permitted.
10. For any rear axle assembly, welding of the rear axle tubes is permitted.
11. *Rear independent axle assemblies*
    - *Axles are unrestricted, provide they are the same material as stock. (i.e. no titanium or aluminum)*

4. Suspension:
   a. Ride Height- Minimum ride height is five (5) inches, to be measured without driver at the lowest point of the sheet metal rocker panel, but not to include welded seams, stock ground effects cladding, or fasteners.
   b. Springs and Shock Absorbers:
      I. Springs of any origin may be used, provided they are of the same number and type as originally fitted and they must be installed in the original location. Front suspension coil over springs and shocks are prohibited, unless fitted as original equipment. Rear spring relocation to the shock is permitted.
      II. Any shock absorbers may be used, provided they attach to the original mounting points on the chassis. The number of shock absorbers shall be the same as stock. Remote reservoir shock absorbers are permitted. The location of the reservoir is unrestricted. No shock absorber may be capable of adjustment from within the cockpit or by any other means, such as, but not limited to, any electronic, computer, or feedback control systems while the car is in motion. Magnetic shocks are not permitted.
      III. Strut equipped cars may substitute struts and/or may use any insert. On cars where the strut assembly also serves to locate a spring, the lower spring seat ride height location may be altered from stock. Spacers, including threaded units with adjustable spring seats, may be used.
      IV. Spacers, including threaded units with adjustable spring seats (weight jacks), may be used with coil springs. If spacers are used, they shall be located on and shall be permanently attached to existing chassis or suspension structure but shall not serve as a reinforcement to that structure. Material may be removed from the upper or lower spring seat to facilitate installation of the spacers. Material may be removed from the chassis, but not the bodywork, to facilitate adjustment of the spacers.
      V. Limiting straps to preclude a spring from becoming dislodged are permitted.
   c. Suspension Control - Any anti-roll bar(s), traction bar(s) and rear upper control arms or like devices, panhard rod, or watts linkage may be added or substituted, provided its/their installation serves no other purpose. The mounts for these devices may be welded or bolted to the structure of the vehicle. No suspension control mount or component shall be located in the trunk or driver/passenger compartment unless installed by the manufacturer as original equipment. No suspension control component may be capable of adjustment from within the cockpit while the car is in motion.
   d. Suspension Mounting Points:
      1. Cars may adjust camber by the use of eccentric bushings at the lower control arm pivot points, by the use of eccentric bushings at the upper suspension control mounting points, and/or by use of slotted adjusting plates at the upper suspension mounting point. If slotted plates are used, they shall be located on existing chassis structure. Material may be added or removed from the upper suspension mounting point to facilitate installation of adjuster plate.
      2. Rear camber shall be no more than 1/2 degree negative per side. If equipped with IRS, rear camber shall be no more than 2 degree negative per side.
      3. All forms of suspension may adjust caster by means of shims or eccentric bushings. All cars may adjust caster at the upper suspension mounting point/plate.
      4. One (1) stay rod may be fitted between the upper front strut/shock towers. One (1) reinforce- ment bar may be fitted between each front strut/shock tower and the firewall.
      5. Bushing material is unrestricted except that bushing material must be at least as stiff as stock (i.e. equal or higher durometer rating). “Air”, foam or other soft materials that render the control arms ineffective, are strictly forbidden. Control arm to spindle/knuckle ball joints must be stock or equivalent replacement. Ball joint may be welded or positively attached. Original unmodified lower control arms (front and rear), and original unmodified front upper control arms must be retained. Vehicles with rear trailing arms may replace OEM arms with tubular arms. Arms must maintain stock length and serve no other purpose than locating rear axle assembly. Pins, keys, or weldment may be used to prevent the rotation of alternate bushings but may serve no other purpose than that of retaining the bushing in the desired position.
      6. Any rubber bump stops may be used, but their chassis mounts, brackets, etc., shall not be altered in any way. Rubber bump stops may be removed.
      7. Pick-up points on the rear axle housing may be relocated. The removal and/or replacement of the rear suspension torque arms and upper arms is allowed. On rear leaf spring cars: eye mounting points may be relocated and traction bars allowed. Pick-up points, on the chassis, for front and rear lower control arms, shocks and springs, must remain in the original location.
      8. The use of offset steering rack bushings is permitted. Any tie rods and tie rod ends may be used. Spindles may be machined so that tapered tie-rod end bolts can be replaced with straight bolts.
5. Brake System:
   a. Materials:
      1. Brake pads, brake linings, and brake fluid are unrestricted.
      2. Brake lines may be replaced with steel lines or Teflon lined metal braided hoses. Lines/hoses may be relocated and may be given additional protection. Brake fittings, adapters, and connectors are unrestricted.

3. Hubs shall be of ferrous material or aluminum.
4. Rotor hat shall be of ferrous material or aluminum and may be part of the hub or rotor.
5. Rotor shall be of ferrous material. Rotor shall be the same diameter and thickness as the standard or alternate listed on the specification line for the vehicle.
6. Mounting brackets shall be of metallic material.
7. Materials may differ from above if OEM hardware is utilized.
8. Brake duct fans are permitted for cooling brakes. They shall perform no other function.

Components:
Air ducts may be fitted to the brakes, provided that they extend in a forward direction only, and that no changes are made in the body/structure for their use.
Parking brakes, mechanisms, and actuating components may be removed.

a.
b. One piece front or rear hub with rotor may be replaced with separate hub, rotor hat, and rotor.
c. Front spindles/knuckles may be modified to facilitate mounting of alternate brake calipers. Spindle modifications shall serve no other purpose.
d. Any front caliper using four (4) or fewer pistons and using one (1) brake line per caliper is allowed.
e. Any rear caliper using four or fewer pistons and using one brake line per caliper is allowed.
f. Rear caliper mounting brackets may be substituted.
g. *Max rotor diameter 14.18". Max rotor thickness 1.5". (Front and Rear)*

9. ~~*Restricted preparation cars only:*~~
   a. ~~*Air ducts may be fitted to the brakes, provided that they extend in a forward direction only, and that no changes are made in the body/structure for their use.*~~
   b. ~~*Parking brakes, mechanisms, and actuating components may be removed. OEM brake hard ware, including knuckle/spindle, caliper, rotor, hub, and associated mounting hardware must be utilized.*~~
   c. ~~*Full Preparation modifications as listed in 9.1.6.D.5.b.1 (Components) may be used with wheel sizes listed in a Restricted Preparation car's specification line. Maximum rotor size for this option (front and rear) is 13.1 inches X 1.27 inches. (full prep spec lines 10x)*~~

c. System Control:
   1. Brake system circuitry may be revised.
   2. The original master cylinder may be replaced with any single or dual master cylinder (with balance bar).
   3. Any pedal assembly, including the throttle pedal, clutch pedal, clutch and brake master cylin- ders, mechanical linkage and hydraulic lines, may be used. The pedal assembly, and master cylinders, may be relocated. Firewalls and cowlings may be modified to allow for installation of the pedals and master cylinders. Modification must be the minimum required to complete the installation and shall not serve any other purpose. Dead pedal/footrest and heel stop may be added.
   4. Any brake booster may be used. The brake booster may be removed. A vacuum reservoir or booster may be added.
   5. A brake-bias adjustment cable is permitted.
   6. Brake proportioning valves may be used provided that they are of the inline, pressure limiting type.
   7. ABS and traction systems must be disabled. It is the responsibility of the competitor to provide proof of system disabling.

6. Wheels/Tires:
   a. Wheels:

      1. Maximum wheel diameter is ~~17~~ *18* inches, unless otherwise indicated within the vehicle specification line.
      2. Maximum wheel width is restricted based on the following:
         I. Vehicles with max tire size of 275mm, max rim width is 10 inches
         II. Vehicles with max tire size of 295mm, max rim width is 11 inches
         III. ~~Vehicles with max tire size of 315mm, max rim width is 12 inches~~
         IV. ~~Vehicles with max tire size of 335mm, max rim width is 13 inches~~ ~~Unless indicated within the vehicle specification line.~~ *Additional sizes specified in a vehicle's specification line are permitted.*
      3. Knockoff or quick change type wheels are prohibited.
      4. Track may be changed to accommodate larger tires, provided that there is safe tire/fender/ chassis clearance under all conditions of steer, bump, and rebound. Wheel spacers are permitted.
      5. Tire tread (that portion of the tire that contacts the ground) shall not protrude beyond the fender opening when viewed from the top perpendicular to the ground.
      6. Any wheel stud, bolt, and/or nut is permitted.

   b. Tires:
      1. Max tire size ~~for all cars is 275, unless~~ is indicated within the vehicle specification line.
      2. Weight penalty for increased width may be assigned within specification line.
      3. Tires must conform to GCR section 9.3 Tires.

4. American Sedans must compete on DOT "R-type" road race tires. Permitted tires are listed below. Soft "A type" autocross tires are prohibited:

- BFGoodrich R1 & R1S
- Goodyear DOT radial DOT R compound
- Hankook Ventus Z214 C51/Medium
- Hoosier R7 or R6, RCES or WET/H20 or W2
- Kumho Ecsta V700 series
- Nitto NT01
- Toyo R888, Toyo Proxes RA1, or Proxes RR
- Yokohama A048 or A052
- Maxxis Victra RC-1

Rain tires must continue to have DOT rating, except that softer compound dry tires, such as the Hoosier A7 (but not limited to), are not permitted for use as rain tires.

The objective of this rule is to require the use of a more durable and economical tire. Performance of approved tires will be monitored by the ASAC and those which are found to deviate from this objective may be subject to exclusion by means of a Tech Bulletin or other appropriate communications.

Additional tires may be requested for consideration by the ASAC and may be introduced within rule change timing cadence.

7. Body/Structure:

a. Fenders:

1. Fenders and wheel openings shall remain unmodified.
2. It is permitted to roll under or flatten any interior lip on the wheel opening for tire clearance.
3. 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.
4. Any non-metallic inner fender liners may be used or removed.

b. Air Dams/Spoilers:

1. A front spoiler/air dam is permitted.
2. The front spoiler/air dam shall not protrude beyond the overall outline of the body when viewed from above perpendicular to the ground.
3. The front spoiler/air dam shall be mounted to the body and shall extend no higher than four (4) inches above the horizontal centerline of the front wheel hubs. No part of the front spoiler/air dam shall be lower than three (3.0) inches from the ground. OEM (factory) front spoiler/air dam systems are permitted and if mounted in the stock location, have no height restrictions.
4. The front spoiler/air dam shall not extend toward the rear of the car further than the vertical centerline of the front wheel hubs.
5. The front spoiler/air dam shall not cover the normal grille opening(s) at the front of the car.
6. Openings in the front spoiler/air dam are permitted for the purposes of ducting air to the brakes, cooler, and radiator.
7. Rear spoilers or wings shall be as originally fitted or as specifically authorized on the specification line for that vehicle.

c. Bumpers/Fascias:

1. Unless authorized in these rules or stated in a spec line, all bumper covers, and metal bumper bars shall not be modified or removed. Bumper absorbing material may be removed.
2. Front parking/fog light assemblies may be removed for ducting of air.

d. Hood/Roof/Trunk/Rear Deck:

1. Hood and trunk pins, clips, or positive action external latches are permitted.
2. Stock hood and trunk latches may be disabled or removed; if so, some positive action external fastening method shall be used.
3. Any hood/trunk hinges may be used. Hood/trunk hinges may be removed.
4. Under hood bracing on stock hoods, trunks, and rear decks may be modified or removed.
5. Steel, aluminum, or fiberglass hoods may include a sealed protrusion above the hood's external profile not to exceed 3 inches in height. Otherwise, the external profile of the hood shall remain stock.
6. Ram air openings and rear openings must be blocked off to prevent passage of air.
7. Sunroofs, Targa tops, and T-tops are only permitted if installed by the manufacturer of the vehicle. If installed they must be retained on the vehicle, run in the closed position, and securely bolted in place unless the operating rails adequately secure the panel. Glass panels are permitted.

e. Glass:

1. OEM or factory equivalent windshield is required.
2. Side windows (not including the front door windows) and rear/deck glass must be OEM/equivalent or clear polycarbonate type plastic material having a minimum thickness of 3 mm. Polycarbonate windows must retain the same shape, size and location as OEM and must be securely fastened to the car.
3. Door glass, quarter glass, and side marker assemblies may be removed. Openings left by the removal of side marker assemblies shall be completely closed. Quarter glass (if not removed or replaced with Lexan-type plastic material as noted in 9.1.6.D.7.e.2 , or NACA-ducts per 9.1.6.D.8.a.12) must be OEM or factory equivalent.
4. Windshield defrosters are allowed as long as they serve no other purpose.

5. Any windshield wipers, motors, arms and brackets may be used or removed.

f. Doors:

1. The door window operating mechanism, inner door trim panel, armrest, map pockets, and inside door latch/lock operating mechanism may be removed and the inner door structural panel may be modified or removed.
2. The stock side impact beams may be removed when NASCAR-style door bars are installed. Orig- inal door hinges and exterior door handles shall be retained. Doors may be pinned, not bolted.

g. Frame/Subframe:

1. The frame or subframe shall be stock for body used.
2. The front and rear subframes may be tied together (front to rear, without crossing the centerline of the chassis) with subframe connectors consisting of curved or straight steel tubing (round, square, or rectangular section) with a maximum wall thickness of 0.125".
3. Sub frame connectors may be bolted or welded to the subframes. These connectors may extend under the floor or may extend through the floor with the floor completely welded to this member. Seam/stitch welding is permitted.
4. A connector may be added between the left and right front frame rails forward of the front axle centerline.

h. Weather Stripping/Seals:

1. Engine compartment, trunk, hatch, and door rubber seals or weatherstripping may be removed.

i. Repair/Modification:

1. All chassis/structural repair, if performed, shall be in concurrence with factory procedures, specifications, and dimensions.
2. Body repair shall be performed using every reasonable effort to maintain stock body contours, lips, etc. Any body repair modification having as its purpose increased clearance is prohibited.
3. Unless authorized in this rule set, alteration by adding any materials, such as, but not limited to, tape, stickers, metal, or vinyl, for the purposes of improving aerodynamics is prohibited.
4. The unibody may be deformed or modified to accommodate the installation of components or other modifications allowed by these rules. The rear bulkhead may not be cut to accommodate the installation of traction bars or rear upper control arms or like devices. Deformations or modifications shall perform no other function.
5. All exterior and interior trim, grills, moldings, vents, badges, and screens may be removed. Resulting holes may be covered.

8. Driver/Passenger Compartment:

a. Interior:

1. All seats and seat brackets may be removed.
2. In those automobiles where the rear seat back provides the only solid bulkhead between the driver/passenger compartment and an exposed stock gas tank, a metal bulkhead completely filling the exposed seat back opening shall be installed.
3. In those automobiles where rear seat back, removal does not expose the stock gas tank directly to the driver/ passenger compartment, a metal (only) bulkhead is optional.
4. Any steering wheel except wood rimmed types may be used.
5. Any gear shift knob may be used.
6. Gauges and instruments are unrestricted. Any instrument panel may be used.
7. Any interior or exterior mirrors may be used.
8. Sun visors, seat belts and their attaching hardware and bracketry may be removed.
9. Complete removal of interior panels is allowed in all or part.
10. Any removable covers used to cover spare tires, tools, bins, etc., may be removed along with attaching hardware and bracketry.
11. Carpets, mats, and their insulating or attaching materials may be removed from the floor and recesses of the cargo/trunk/spare tire area.
12. Installation of air ducts to direct air to cool the driver is permitted. Air ducts to direct air to cool the driver can be installed behind the a-pillar. Duct and mount cannot exceed 8 inches in height by 12 inches in length. NACA-ducts may be mounted in the side windows or quarter windows.

9. Safety:

a. Restraint Systems:

1. Airbags/passive restraint systems shall be removed.

b. Headlights:

1. Headlight and headlight operating ancillaries may be removed.
2. All resulting openings shall be covered by solid panels of an alternate material. These covers shall be of the same contour and plane as the original lens.
3. OEM light assemblies (i.e. foglamps, driving lights, etc.) mounted on, in or below the bumper *or front grill* shall be removed. Resulting holes may be closed or used for the purpose of ducting air to the brakes, cooler and or radiator as permitted.

c. Steering Column:

1. The steering column is unrestricted.
2. A collapsible type steering column is strongly recommended.
3. The driver's normal seated position must not be relocated *Left of the transmission tunnel forward of the rear seat tub.*
4. ~~Full preparation engines that have~~ OEM electric steering may ~~remove it~~ *be removed.*

d. Roll Cage - All cars must have a roll cage as specified in 9.4 Appendix I - 2007 roll cages, sections: 9.4, 9.4.1 and 9.4.4 GT Roll cages, or Appendix J – 2004 Roll Cage Rules.

10. Miscellaneous:
    a. Hardware/Fasteners:
        1. Hardware items (nuts, bolts, etc.) may be replaced by similar items performing the same fastening function(s).
    b. Wiring:
        1. Removal of wiring associated with a component which may be removed by these rules is permitted.
        2. All non-essential wiring, switches, gauges, horns, flashers, relays, and lights may be removed.
        3. Existing wiring may be substituted.
    c. Fuel Cells
        1. Fuel cells must be located behind the rear axle and within 24 inches of the standard tank. The 24 inch measurement is taken from the perimeter of the stock and alternative fuel cell. Fuel filler location is unrestricted with installation of a safety fuel cell.

E. **CAR CLASSIFICATION**

No automatic transmissions, turbochargers/superchargers, or convertibles are permitted in American Sedan. Cars are classified by body style and engine displacement. NOTE: For competition in American Sedan, Full Preparation General Motors products shall be prepared to 1982-1992 Chevrolet Camaro and Pontiac Firebird engine and transmission specifications per current American Sedan Category Specifications. Full Preparation Ford products shall be prepared to the 79-93 Mustang engine and transmission specifications per the current American Sedan Category Specifications.

F. **ENGINE BUILD SHEETS (Full Preparation only)**

1. Crate Motor equipped full preparation vehicles

The following "crate motors" may be utilized in Full preparation vehicles:
Ford Performance M-6007-D347SR7 engine assembly for Ford produced vehicles.
GM Performance parts CT400 P/N-19370604 or 19370604 engine assembly for GM produced vehicles.

No modifications may be made to these engine assemblies except the following listed components. All replaced components must be replaced with components meeting existing full preparation rules. If components are not furnished with the "Crate Motor" assembly, all additional components must meet existing Full preparation rules:

a. Oil pan and oil pump pickup.
b. Valve/Rocker covers
c. Distributor assembly
d. Spark plugs
e. Water pump
f. Thermostat
g. Fuel pump

Disassembly of the engine is permitted for repair. All components must be replaced with exact OEM replacement components. "Crate Motor" equipped vehicles are not subject to additional weight additions due to increased displacement.
Adjustments to min weights may be made to balance performance if necessary. Refer to specification line for minimum weight requirements.

2. Full Preparation

No. of Cylinders: V-8 Bore (Max): 4.040"
Stroke (Max): 3.500" Compression Ratio: 10.30 Max.
Piston to Deck Clr: Not to exceed 0.013" above block deck surface (zero deck)
Valve Lift: 0.5000" Max. @ 0.0000" lash Head Casting #'s: see spec lines

BLOCK
Crankshaft Housing Bore: 2.4412-2.6416" Block Deck Height:
GM: GM: 8.9970"-9.0430"
Ford: 8.1880-8.2240"
Bore Spacing:
GM: 4.4000"
Ford: 4.3800"

Roller bearings of any type are not permitted for the camshaft, rod, or crankshaft bearings. Options:

1. One-piece rear main seal adapter (with seal) may be used.
2. Cylinder block oil restrictors may be installed.
3. Block may be machined for the purpose of installing cylinder O-rings.
4. Block may be machined to true warped surfaces.
5. Block casting seam flash may be deburred.
6. Lifter bore sleeving is permitted (bronze sleeve material is permitted).
7. A maximum of two cylinders may be sleeved.
8. Steel main bearing caps and four bolt main bearing caps may be fitted provided no other modifications are made to any approved part or specified dimension. Blocks may be machined to accept four bolt bearing caps.
9. Alternate blocks may be used:
    i. GM vehicles – Dart P/N SHP31161111 or World Product 084010
    ii. Ford vehicles – Dart P/N SHP31374175 or World Product 087110

CONNECTING RODS
Big End Bore: 2.2247-2.2398”
Pin Fit: Floating or Interference Fit Center to Center: 6.00” Max
Material: Forged Steel / Cast Iron (No Billet)
Alternate Manufacturer: Any rod meeting the AS specs is permitted. Options:
1. Wrist pin oiling holes may be added. CAMSHAFT
Drive Type: Single or Dual-row chain Lifter Type: Solid, flat-tappet
Lifter Dia: .8750” nominal Options:
1. Camshaft thrust button may be installed
CRANKSHAFT
Main Journal Dia (Min): 2.2182” Rod Journal Dia (Min): 2.0690”
Options:
1. Any commercially available steel crankshaft (cast or forged) which meets approved stroke, journal diameters and other specified dimensions and requirements is permitted. The minimum weight for any steel crankshaft shall be 42 lbs.
2. Crankshaft casting seam flash may be deburred. PISTON
Material: Aluminum (Cast or Forged) Ring Configuration: 3 rings, above pin
Dome Configuration: Any dome configuration is permitted. Pin Diameter: .930” Max
Options:
1. Pins may be centered or offset. Offset shall not exceed factory specifications. CYLINDER HEADS
Valve Job (Head): Refer to Figure 1
1. Edelbrock Performer RPM Cylinder Heads:
a. GM – P/N 608879, 608979
(Max port volume IN-190cc, EX-65.00)
Valve size 1.94 Intake / 1.550 Exhaust
b. Ford – P/N 602479, 602579
(Max port volume IN-190cc, EX-65.00) Valve size 1.94 Intake / 1.550 Exhaust
2. OEM Cast Iron Cylinder Heads: (with a 250 lb. weight reduction).
a. GM – casting #14101081
(Max port volume IN-170.00, EX-65.00)
Valve size 1.94 Intake / 1.550 Exhaust
b. GM – casting #14014416
(Max port volume IN-168.00, EX-60.00)
Valve size 1.94 Intake / 1.550 Exhaust
c. Ford – casting # F3ZE AA, F1ZE-AA, F77E-AA V
(Max port volume IN-143.00, EX-54.00) Valve size 1.94 Intake / 1.550 Exhaust
3. Flotek Cylinder Heads:
a. GM – P/N 102-500
(Max port volume IN-190cc, EX-65.00)
Valve size 2.02 INTAKE / 1.600 Exhaust
b. Ford – P/N 203-500
(Max port volume IN-190.00, EX-65.00) Valve size 1.94 Intake / 1.550 Exhaust
Options:
1. Angle milling permitted on head gasket or intake manifold gasket surface(s) only. Modification or machining of exhaust manifold surfaces of cylinder head is prohibited.
2. Intake manifold surface may be milled to match angle milled head.
3. Heads may be machined to accept pushrod guide plates.
4. Heads may be machined to accept screw-in rocker studs.
5. Heads may be machined to for the purpose of installing integral o-ring head gaskets.
6. Heat riser passage may be blocked.
7. Valve spring pockets may be machined.
Notes:
1. Absolutely no modification, machining, tooling, etc. of the combustion chambers is permitted.
MISCELLANEOUS
1. Direct replacement high volume/pressure oil pumps may be fitted provided that no modification to the engine is required for their installation.
Alternate oil pump drive shafts may be fitted.
G. MEASUREMENT STANDARDS
Measurement standards shall be as specified in Appendix G. with the following exceptions: Wheelbase has a tolerance of + 2”/- 1”.

FIGURE 1 VALVE SEAT CUTTING DIMENSIONS

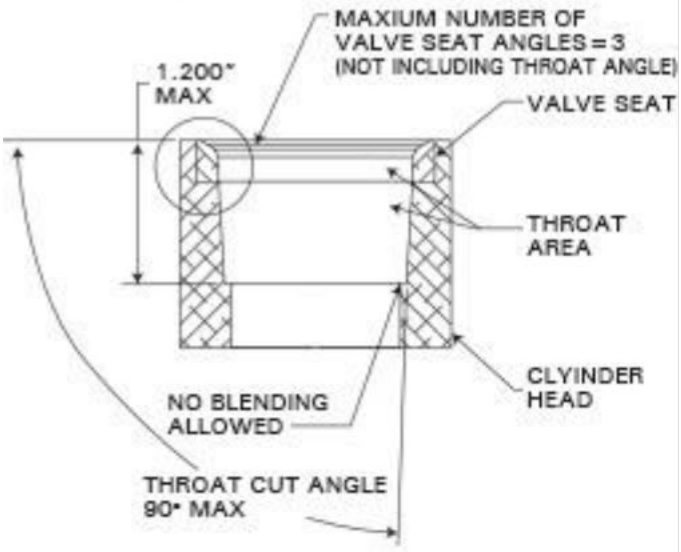
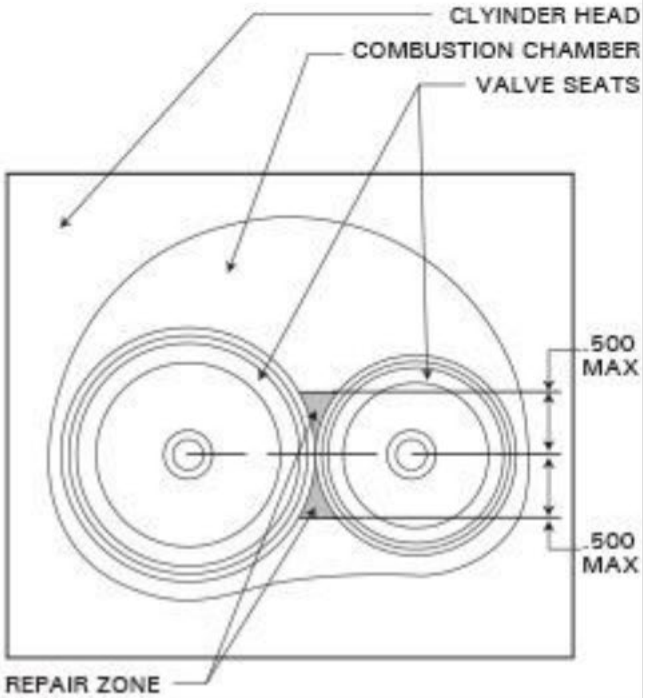


FIGURE 2 ALUMINUM CYLINDER HEAD
REPAIR ZONE



H. **ENGINE BUILD SHEETS (Restricted Preparation only)**

ENGINE GM LM7 5.3L
Engine block casting Cast Iron 12567392, 12567393, 12551358
Cylinder head casting
241, 243, 706, 799, 806, 853, 862
Port Volume Intake
210cc / Exhaust 70cc
Bore 3.820" Max.
Stroke 3.618" Min/3.622"
Max Rod length 6.098"
Valve Size
Int. 2.00"
Ex. 1.550"
Cam Lift
50" Intake /.550" Exhaust
Cam timing/duration
C/L 114 deg duration @.05 lift- 222 Intake/232 exhaust
Deck Height 9.215" min - 9.240" max
Compression Ratio 10.1:1 Rocker arm ratio 1.7:1
Intake Part #'s
17113697, 19418185, 89017230, 89017363, 89017364, 89017365
12561269 and 88894095.
Throttle body bore 87mm Restrictor plate 87mm
Fuel injector Part #'s
12613411, 12594512, 12569113, 17113698, 25317628
Headers 1-3/4" Dia.

Engine GM LS1 5.7L
OEM engine as manufactured for General Motors 98-02 Camaro and Firebird, 04 Pontiac GTO
engine block casting numbers 12550592, 12559846, 12559090, 12560621, 12562174, 12560629, 12559378, 12559846, 12560626, 12561166, 12561168
Cylinder head casting numbers 12559853, 12558805, 12560621, 12562174, 12564241
port volume Intake 200cc / Exhaust 70cc
Bore 3.898in
stroke 3.622in
rod length 6.098
valve size Intake 2.000in EX 1.550in
deck height 9.240in
cam lift .525 intake/.525 exhaust
cam timing/ duration C/L 112deg duration @.05 lift- 219 intake/ exhaust 228
comp ratio 10.5:1
rocker arm ratio 1.7:1
throttle body bore 75MM /2.953IN

Engine GM LS6 5.7 L
OEM engine as manufactured for General Motors 04-05 Cadillac CTS-V
engine block Casting numbers 12561168
port volume Intake 210cc / Exhaust 75cc
Bore 3.898in
stroke 3.622in
rod length 6.098
valve size Intake 2.000in EX 1.575
cam lift .525 intake/.525 exhaust
cam timing/ duration C/L 112deg duration @.05 lift- 219 intake/ exhaust 228
deck height 9.240
comp ratio 10.7:1
rocker arm ratio 1.7:1
throttle body bore 75MM /2.953IN

Engine GM LS2 6.0L

OEM engine as manufactured for General Motors 06-07 Cadillac CTS-V, 05-06 Pontiac GTO
engine block casting numbers 12568952, 12560799
Cylinder head casting numbers 799, 243
port volume Intake 210cc / Exhaust 75cc
Bore 4.016in
stroke 3.622
rod length 6.098
valve size Intake 2.000in / EX 1.575
cam lift .520 intake/.521 exhaust
cam timing/ duration C/L 116deg duration @.05 lift- 204 Intake/213 exhaust
deck height 9.240
comp ratio 11.1:1
rocker arm ratio 1.7:1
throttle body bore 90MM /3.543IN
Restrictor plate dia. 90MM /3.543IN

Engine GM LS3 6.2L
OEM engine as manufactured for General Motors 10-15 Camaro
engine block casting numbers 12584724
Cylinder head casting numbers 821
port volume Intake 257cc / Exhaust 87cc
Bore 4.065
stroke 3.622
rod length 6.098
valve size Intake 2.165in / EX1.590in
cam lift .551 intake/.525 exhaust
cam timing/ duration C/L 117deg duration @.05 lift- 204 Intake/211 exhaust
Deck height 9.24
comp ratio 11.1:1
rocker arm ratio 1.7:1
throttle body bore 90MM /3.543IN

Engine GM LT1 6.2L 2014- Present
OEM engine as manufactured for General Motors 14-presentCamaro
engine block casting numbers 12619171, 19329617
Cylinder head casting numbers 12620549
port volume Intake 297cc / Exhaust 107cc
Bore 4.065
stroke 3.622
rod length 6.098
valve size Intake 2.165in / EX1.590in
cam lift .551 intake/.524 exhaust
cam timing/ duration C/L 116.5deg duration @.05 lift- 200 Intake/ 207 exhaust
Deck height 9.24
comp ratio 11.5:1
rocker arm ratio 1.8:1
throttle body bore 87MM

Engine Ford 4.6L 2V Engine
OEM engine as manufactured for Ford 96 Mustang
engine block casting numbers F1AE, F2VE, F65E-CC, F4VE, F6VE, F65E-BB, F6AZ-CB, F7AE, F7VE, F75E, XW7E
Cylinder head casting numbers F1AE, F2AE, F4AE, F5AE, F65AE, F75AE,1L2E, 2L2E, XL3E, 2L1E
port volume Intake 200cc / Exhaust 70cc
Bore 3.550
stroke 3.54
rod length 5.933
valve size Intake 1.750 / Exhaust 1.340
cam lift .535 Intake / .505 exhaust
cam timing/ duration CL 116 / Duration @ .050 in. Intake 246 / Exhaust 250
Deck height 8.937

comp ratio 9.0:1
throttle body bore 75MM

Engine Ford 4.6L 3V Engine
OEM engine as manufactured for Ford 96 Mustang
engine block casting numbers 3L2E, 7L2E
Cylinder head casting numbers 1L2E, 2L2E, XL3E, 2L1E,
port volume Intake 174cc / Exhaust 62cc
Bore 3.550
stroke 3.54
rod length 5.933
valve size Intake 1.338 / Exhaust 1.476
cam lift .535 Intake / .505 exhaust
cam timing/ duration CL 116 / Duration @ .050 in. Intake 246 / Exhaust 250
Deck height 8.937
comp ratio 9.4:1
throttle body bore 75MM

Engine Ford 4.6L 3V Engine
OEM engines as manufactured for Ford 11-14 Mustang
engine block casting numbers 3L2E, 7L2E
Cylinder head casting numbers 1L2E, 2L2E, XL3E, 2L1E,
port volume Intake 174cc / Exhaust 62cc
Bore 3.550
stroke 3.54
rod length 5.933
valve size Intake 1.338 / Exhaust 1.476
cam lift .535 Intake / .505 exhaust
cam timing/ duration CL 116 / Duration @ .050 in. Intake 246 / Exhaust 250
Deck height 8.937
comp ratio 9.4:1
throttle body bore 75MM

Engine Fuel Injected Ford Gen1 Coyote 5.0l
OEM engines as manufactured for Ford 11-14 Mustang
engine block casting numbers BR3E-6006/6015
Cylinder head casting numbers Left Side M-6050-M50, Right Side M-6049-M50
port volume Intake 193cc / Exhaust 100cc
Bore 3.630
stroke 3.650
rod length 5.933
valve size Intake 1.457 / Exhaust 1.220
cam lift .472 Intake / .472 exhaust
cam timing/ duration CL 116 / Duration @ .050 in. Intake 260 / Exhaust 263
Deck height 8.937
comp ratio 11.0:1
throttle body bore 80mm

Engine Fuel Injected Ford Gen2 Coyote 5.0l
OEM engines as manufactured for Ford 15-17 Mustang
engine block casting numbers FR3E-6006/6015
Cylinder head casting numbers Left Side M-6050-M50, Right Side M-6049-M50
port volume Intake 200cc / Exhaust 104cc
Bore 3.630
stroke 3.650
rod length 5.933
valve size Intake 1.468 / Exhaust 1.252
cam lift .511 Intake / .511 exhaust
cam timing/ duration CL 116 / Duration @ .050 in. Intake 260 / Exhaust 263
Deck height 8.937
comp ratio 11.0:1

throttle body bore 80mm

Engine Fuel Injected Ford Gen3 Coyote 5.0l
OEM engines as manufactured for Ford 18- present Mustang
engine block casting numbers FR3E-6006/6015
Cylinder head casting numbers Left Side M-6050-M50, Right Side M-6049-M50
port volume Intake 205cc / Exhaust 108cc
Bore 3.660
stroke 3.650
rod length 5.933
valve size Intake 1.484 / Exhaust 1.259
cam lift .551 Intake / .551 exhaust
cam timing/ duration CL 116 / Duration @ .050 in. Intake 260 / Exhaust 263
Deck height 8.937
comp ratio 12.0:1
throttle body bore 80mm

Engine Fuel Injected Mopar Gen 3 Hemi 5.7L
OEM engines as manufactured for Dodge 08-20 Challenger
engine block casting numbers 50321319DK
Cylinder head casting numbers 53021616DD (Right), 53021616DE (Left)
port volume Intake 185cc / Exhaust 56cc
Bore 3.917
stroke 3.578
rod length 6.242
valve size Intake 2.050 / Exhaust 1.550
cam lift .597 Intake / .597 exhaust
cam timing/ duration CL 115 / Duration @ .050 in. Intake 222 / Exhaust 263
(Option 2) CL 116 / Duration @ .050 in Intake 258 / Exhaust 288
Deck height 8.937
comp ratio 10.5:1
throttle body bore 80mm
Restrictor plate dia. 80mm
rocker ratio intake 1.60:1 exhaust 1.66:1

Engine Fuel Injected Mopar Gen 3 Hemi 6.1L
OEM engines as manufactured for Dodge 05-20 Challenger
engine block casting numbers 05037388AB
Cylinder head casting numbers 5037369AA
port volume Intake 188cc / Exhaust 57cc
Bore 4.055
stroke 3.578
rod length 6.242
valve size Intake 2.075 / Exhaust 1.580
cam lift .571 Intake / .551 exhaust
cam timing/ duration CL 115 / Duration @ .050 in. Intake 221 / Exhaust 225
Deck height 9.25
comp ratio 10.2:1
throttle body bore 80mm
Restrictor plate dia. mm
rocker ratio intake 1.60:1 exhaust 1.66:1

Engine Fuel Injected Mopar Gen 3 Hemi 6.4L
OEM engines as manufactured for Dodge 11- present Challenger
engine block casting numbers 5037473BE (or) 5037473BG 6.4L
Cylinder head casting numbers 5037369BD (or) 68166435AA-A02
port volume Intake 202.5 / Exhaust 68cc
Bore 4.090
stroke 3.720
rod length 6.2
valve size Intake 2.138 / Exhaust 1.654

cam lift .571 Intake / .536 exhaust
cam timing/ duration CL 114 / Duration @ .050 in. Intake 221 / Exhaust 225
Deck height 9.25
comp ratio 10.9:1
throttle body bore 80mm
Restrictor plate dia. mm
rocker ratio intake 1.60:1 exhaust 1.66:1"

AS	Wheel - base	Gear Ratios Std. (or Alt.)	Brakes (Max) (in/mm)	Weight (lbs.) (tire sizes are max)	Flat Plate Restrictor Size	Notes:
Cadillac CTS-V (04-07) Restricted Prep. 5.7L V8 (Aluminum block, Aluminum heads), LS6, 2 valves/cylinder Restricted Prep. 6.0L V8 (Aluminum block, Aluminum heads), LS2, 2 valves/cylinder	113.4	2.97, 2.07, 1.43,1.00, 0.84, 0.56 or 3.01, 2.07, 1.43, 1.0, .84, .57 *or 2.20, 1.64,1.28,1.00* *or 2.88, 1.91, 1.33, 1.00*	~~14.18 x 1.5 Vented Disc (R) 365 Vented Disc~~ *14.18 x 1.5 Vented Disc*	275 Tire: 3450	N/A	~~GM parts numbers 24255748 (Clutch), 12571611 (Flywheel), and 24237634 (Slave cylinder) may be fitted. Max. Wheel Size: Dia. 18.0 inches. LS6 engine: Compression Ratio, 10.7:1max; Cylinder Bore, 99 mm; Stroke, 92 mm; Intake Valve Diameter, 50.8; Exhaust Valve Diameter, 39.4 mm; Camshaft Lift @ Lobe, Intake (8.24 mm), Exhaust (8.19 mm); Cam shaft Duration at .05 inches valve lift, (Intake, 204 degrees), (Exhaust, 218 degrees); Throttle Body Bore, 75 mm; Rocker Arm Ratio, 1.7:1. (Camshaft Lift tolerance .076 mm) LS2 engine: Compression Ratio, 11.1:1 max; Cylinder Bore, 101.6 mm; Stroke, 92 mm; Intake Valve Diameter, 50.8; Exhaust Valve Diameter, 39.4 mm; Camshaft Lift @ Lobe, Intake (7.78 mm), Exhaust (7.77 mm); Camshaft Duration at .05 inches valve lift, (Intake, 204 degrees), (Exhaust, 211 degrees); Throttle Body Bore, 90 mm; Rocker Arm Ratio, 1.7:1. (Camshaft Lift tolerance .076 mm).~~ Either engine may be used in any car in this specification line, at the appropriate weight. ARE dry sump kit consisting of pump #3021S, Pan 1005M and oil tank 7007-2 or Aviaid dry sump kit #008-10001 consisting of pump 13110-1187, pan 52504-10001 and oil tank 57525 are allowed. Pumps may be driven by a crank mounted, toothed style pulley and belt. Plumbing, hardware, brackets, hoses, and fittings to install above kits are free. Alternate OEM/replacement part 5-lug wheel bearing allowed. SKF bearing p/n BR930081 (or equivalent) rear bearing, used on front and rear positions. Hub pilot may be machined down (up to 3mm) to allow fitment of Camaro SS brake rotors 92245928 (front, 13.9" diameter) and 92245929 (rear,14.3" diameter). Stock CTS-V calipers to be retained. OEM Driveshaft may be replaced by Driveshaft Shop P/N – GMCTSV2-C (1-piece carbon fiber.) ~~*The Drive Shaft Shop, Axle shaft part #'s 510220/510221 permitted.*~~ Tremec TR6060 Transmission with 3.01, 2.07, 1.43, 1.0, .84, .57 ratios permitted. ~~*11" wide wheels can be used until 3/1/25.*~~
Chevrolet Camaro, Pontiac Firebird (70-81) Full Prep	108.0	3.42, 2.28, 1.45, 1.00 or 2.95, 1.94, 1.34, 1.00, 0.73 or 3.35, 1.93, 1.29, 1.00, 0.61, or 2.20, 1.64,1.28,1.00 *or 2.87,1.89,1.28,1.00*	~~13.1 x 1.27 Disc~~ *14.18 x 1.5 Vented Disc*	275 Tire 3400 Over 313 CID 3600	N/A	Inner fenders are not required. VSE 52800 or UMI 2664 sub-frame mounts allowed, VSE 52706 front structure kit permit- ted, OEM-style ball joints with taller than stock stud lengths, +1/2" taller are permitted. Adjustable front upper control arms permitted including SPC 94340 or 97130 and UMI 2656-1. Knuckles are free to allow for brake conversion. Coil over shocks permitted in the front suspension along with lower control reinforcement for mounting. Rear suspension type must be maintained along with mounting location, front and rear spring eye height may be adjusted providing ride height adjustment.
Chevrolet Camaro, Pontiac Firebird (70-81) Restricted Prep.	108.0	3.01, 2.07, 1.43, 1.0, .84, .57 *or 2.87,1.89,1.28,1.00*	~~13.1 x 1.27 Disc~~ *14.18 x 1.5*	275 Tire 3600	LS3 65mm	~~Compression Ratio, 10.9:1 max; Cylinder Bore, 103.24 mm; Stroke, 92 mm; Intake Valve Diameter, 55.0; Exhaust Valve Diameter, 40.5 mm; Camshaft Lift @ Lobe, Intake (8.24 mm), Exhaust (7.27 mm); Camshaft Duration at .05 inches valve lift, (Intake, 204 degrees),~~

6.2L V8 (Aluminum Block, Aluminum Heads), 2 valves per cylinder			*Vented Disc*			~~(Exhaust, 211 degrees); Throttle Body Bore, 90 mm; Rocker Arm Ratio,~~ Inner fenders are not required. VSE 52800 or UMI 2664 sub-frame mounts allowed, VSE 52706 front structure kit per- mitted, OEM-style ball joints with taller than stock stud lengths, +1/2" taller are permitted. Adjustable front upper control arms permitted includ- ing SPC 94340 or 97130 and UMI 2656-1. Knuckles are free to allow for brake conversion. Coil over shocks permitted in the front suspension along with lower control reinforcement for mounting. Rear suspension type must be maintained along with mounting location, front and rear spring eye height may be adjusted providing ride height adjustment.
Chevrolet/Pontiac Camaro & Firebird (82-92)	101.0	3.42, 2.28, 1.45, 1.00 or 2.95, 1.94, 1.34, 1.00, 0.73 or 3.35, 1.93, 1.29, 1.00, 0.61 *or 2.88, 1.91, 1.33, 1.00*	~~13.1 x 1.27 Disc~~ *14.18 x 1.5 Vented Disc*	*275 Tire* 3300 Over 313 CID 3500	*N/A*	Camaro only: To aid cooling, the center of the grill opening (license plate area), absorbing material, metal bumper in the resulting open area, and bumper backing may be removed. OEM-style ball joints with taller than stock stud lengths are permitted.
Chevrolet/Pontiac Camaro & Firebird (82-92)s 5.7L V-8 LS1 (Aluminum Block, Aluminum Heads) 2 valves per cylinder	101.0	3.42, 2.28, 1.45,1.00 or 2.95, 1.94,1.34, 1.00, 0.73 or 3.35, 1.93, 1.29,1.00, 0.61	~~13.1 x 1.27 Disc~~ *14.18 x 1.5 Vented Disc*	275 Tire 3200	N/A	~~17" max wheel size Camaro only:~~ To aid cooling, the center of the grill opening (license plate area), absorbing material, metal bumper in the resulting open area, and bumper backing may be removed. OEM-style ball joints with taller than stock stud lengths are permitted. 5.7L LS1: GM Performance Parts camshaft Kit P/N-19355738 is permitted. ~~Cylinder Bore, 99 mm; Stroke, 92 mm; Intake Valve Diameter, 50.8; Exhaust Valve Diameter, 39.4 mm; Throttle Body Bore, 75 mm; 65mm restrictor plate required, SLP Intake Lid (SLP part number 21044 (98-99) and 21045 (00-02)) is permitted.~~ 1-3/4 headers allowed
Chevrolet/Pontiac Camaro & Firebird (93-02) Full Prep	101.1	3.42, 2.28, 1.45, 1.00 or 2.95, 1.94, 1.34, 1.00, 0.73 or 3.35, 1.93, 1.29, 1.00, 0.61, *or 2.20, 1.64, 1.28, 1.00* *or* *2.87,1.89,1.28,1.00,.81*	~~13.1 x 1.27 Disc~~ *14.18 x 1.5 Vented Disc*	275 Tire: 3300 Over 313 CID 3500	N/A	Underside of cowl may be modified to facilitate carb installation. The cowl and shock tower sheet metal may be modified to allow the installation of an 82-92 F-body brake booster and master cylinder. Engine/transmission installation procedure as provided by SCCA Road Racing Technical Department shall be utilized. BMR AA004 or UMI 2310 adjustable front upper control arm may be installed. ~~For the LS1connecting rods Callies p/n CSC6100DS6A2AH, Scat rods p/n 2-1CR6100-944, GM performance rods p/n 12649190.~~
Chevrolet/Pontiac Camaro & Firebird (93-02) Restricted Prep. 5.7L V-8 LT1 (Iron Block, Aluminum Heads) 2 valves per cylinder 5.7L V-8 LS1 (Aluminum Block, Aluminum Heads) 2 valves per cylinder	101.1	2.97, 2.07, 1.43, 1.00, 0.80, 0.62 or 3.36, 2.07, 1.35, 1.00, .80, .62 or 2.66, 1.78, 1.30, 1.00, 0.74, 0.50 *or 2.88, 1.91, 1.33, 1.00* *or 2.20, 1.64, 1.28, 1.00*	~~13.1 x 1.27 Disc~~ *14.18 x 1.5 Vented Disc*	275 Tire: 3200	N/A	98-02 stock brakes and/or spindles/knuckles may be used on all cars. Either engine/trans may be used as an assembly. Max compression ratio, 10.6:1, Parts specific to the SS Camaro and Firehawk/WS6 Firebird in the drivetrain/exhaust manifolds/ headers/intake manifolds/intake components are not classified in American Sedan. Drivetrain/exhaust manifolds/headers/ intake manifolds/intake components manufactured by, but not limited to Street Legal Performance (SLP), Inc., are not per- mitted unless specified. ~~Any commercially available cold air intake that bolts onto the engine is permitted. No modifications to the body, chassis, grill or bumper are permitted when installing a cold air intake. May use flywheel/clutch as specified in the Full Prep American Sedan rules. Tremec Magnum transmission may be used as a replacement assembly for the OEM transmission. P/N TUET16362.~~ BMR AA004 or UMI 2310 adjustable front upper control arm may be installed. 5.7L LT1: GM Performance Parts camshaft Kit P/N-12480002 is permitted. ~~Cylinder Bore, 99 mm; Stroke, 92 mm; Intake Valve Diameter, 50.8; Exhaust Valve Diameter, 39.4 mm; Throttle Body Bore, 75 mm; 65mm restrictor plate required, SLP Intake Lid (SLP part number 21044 (98-99) and 21045 (00-02)) is permitted.~~ 5.7L LS1: GM Performance Parts camshaft Kit P/N-19355738 is permitted. ~~Cylinder Bore, 99 mm; Stroke, 92 mm; Intake Valve Diameter, 50.8;~~

						~~Exhaust Valve Diameter, 39.4 mm; Throttle Body Bore, 75 mm; SLP Intake Lid (SLP part number 21044 (98-99) and 21045 (00-02)) is permitted.~~ 1-3/4 headers allowed. For the LS1connecting rods Callies p/n CSC6100DS6A2AH, Scat rods p/n 2-1CR6100-944, GM performance rods p/n 12649190.
Chevrolet Camaro SS (V8) (10-15) Restricted Prep. 6.2L V8 (Aluminum Block, Aluminum Heads), 2 valves per cylinder	112.3	"3.01, 2.07, 1.43, 1.0, .84, .57 or *2.88, 1.91, 1.33, 1.00* *or 2.20, 1.64,1.28,1.00*	~~(F) 355 mm X 32.1mm Vented Disc (R) 300 mm X 19.2 Vented Disc~~ *14.18 x 1.5 Vented Disc*	275 Tire: 3600	LS3-65mm	Max wheel Dia, 20.0 inches. ~~65mm flat plate restrictor required. Compression Ratio, 10.9:1 max; Cylinder Bore, 103.24 mm; Stroke, 92 mm; Intake Valve Diameter, 55.0; Exhaust Valve Diameter, 40.5 mm; Camshaft Lift @ Lobe, Intake (8.24 mm), Exhaust (7.27 mm); Camshaft Duration at .05 inches valve lift, (Intake, 204 degrees), (Exhaust, 211 degrees); Throt- tle Body Bore, 90 mm; Rocker Arm Ratio, 1.7:1. Camshaft lift tolerance .076 mm.~~ ARE Dry Sump Kit #LS3-3Y permitted. Belt tensioner part number GM 12569301 allowed. ZL1 Front Facia and grill is permitted. ~~11" wide wheels can be used until 3/1/25.~~
Chevrolet Camaro (10-15) Full Prep	112.3	3.42, 2.28, 1.45,1.00 or 2.95, 1.94,1.34, 1.00, 0.73 or 3.35, 1.93,1.29, 1.00, 0.61 or 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68 or 2.20, 1.64, 1.28,1.00 *or 2.87, 1.89, 1.28, 1.00,.81*	~~13.1 x 1.27 Disc~~ *14.18 x 1.5 Vented Disc*	275 Tire 3400 Over 313 CID 3600	N/A	~~Max wheel size 20 X 10.~~ Engine/transmission installation procedure as provided by SCCA Road Racing Technical Depart- ment shall be utilized. ~~Engine built to A/S Build Sheet specifications with the following: Head Casting #'s: 14101081, 14014416; Port Volume (Max.): 081 casting: 170.00 cc IN/65.00 EX; 416 Casting 168.00cc IN/60.00 EX with a 200 lb weight reduction. Edelbrock Cylinder Head Part #'s 608979, 608879 are permitted. Alternate gear ratio sets 2.88, 1.91,~~ ~~1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68 are permitted.~~ ZL1 Front Facia and grill is permitted. ~~Flo Tek Head part #102-500 are permitted.~~
Chevrolet Camaro (16-) Full Prep	110. 6	3.42, 2.28, 1.45,1.00 or 2.95, 1.94,1.34, 1.00, 0.73 or 3.35, 1.93,1.29, 1.00,0. 61 or 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68 or 2.20, 1.64, 1.28,1.00 *or 2.87, 1.89, 1.28,* *1.00,. 81*	~~13.1 x 1.27 Disc~~ *14.18 x 1.5 Vented Disc*	275 Tire 3400 Over 313 CID 3600	N/A	
Chevrolet Camaro, 1LE (16-)	110. 6	2.66,1.78,1.30, 0.74,.50 or 2.88, 1.91, 1.33, 1.00 or 2.20, 1.64,1.28,1.00 or 2.88, 1.91, 1.33, 1.00 *or 2.20, 1.64,1.28,1.00*	~~F) 345 mm X 32 mm Vented Disc (R) 338 mm X 28mm Vented Disc~~ *14.18 x 1.5 Vented Disc*	275 Tire: 3600	60mm	~~Any front 355mm 4 piston caliper and 2-piece rotors permitted.~~ Dry Sump Kit permitted.
Dodge Challenger (08-20) Restricted Prepara- tion 5.7L, 6.1L, or 6.4L V8 (Iron block, Aluminum heads), 2 valves/cylinder	116.0	"2.97, 2.1, 1.46, 1.00, 0.74, 0.50 or 2.26, 1.58, 1.19, 1.00, 0.77, 0.63 or 2.88, 1.91, 1.33, 1.00 *or 2.20, 1.64,1.28,1.00*	~~(F) 360 mm Vented Disc, 32 mm thick (R) 350 mm Vented Disc, 28 mm thick~~ *14.18 x 1.5*	275 Tire: 5.7,6.1 3600 295 Tire: 6.4L 3700	5.7L-N/A 6.1L -N/A 6.4L-80mm	Max. Wheel Size Dia. 20.0 inches. ~~Stock brakes or alternate Dodge brakes (Part numbers: front caliper (05175106 (R) and 05175107 (L); rear caliper (R1542564 (R) and R1542565 (L))) may be used with the brake rotor sizes listed in this specification line. Alternate brackets may be used to facilitate updated/backdated components. Compression Ratio: 10.9:1 max.~~ Minimum ride height, 4.00 inches. Dodge 1GL20TZZAB and 82211606 rear spoilers permitted. Dodge 68043390AA air dam permitted. ~~Mopar Performance Parts LX LC LD Cold Air Intake System is permitted.~~ Mopar Performance Parts

			Vented Disc			camshaft stage2 Kit P/N-77072313AB is permitted on the 5.7l engine. 1-3/4" headers are permitted on the 5.7L and the 6.1L. All engine displacements are eligible in all model years, with each engine being used as a complete assembly. Alternate front upper control arms are permitted.
Ford Mustang Incl. Cobra & Cobra R (79-93) and Mercury Capri (79-86)	100.4	3.07, 1.72, 1.00, 0.70 or 2.95, 1.94, 1.34, 1.00, 0.63 or 3.35, 1.99, 1.33, 1.00, 0.68 *or 2.87 1.89 1.28 1.00 0.81*	~~13.1 x 1.27 Disc~~ *14.18 x 1.5 Vented Disc*	3200 Over 313 CID 3400	N/A	OEM-style ball joints with taller than stock stud lengths are permitted.
Ford Mustang Incl. Cobra & Cobra R (79-93) and Mercury Capri (79-86) with Restricted Prep Engine	100.4	2.95, 1.94, 1.34,1.00, 0.63 or 3.35,1.99,1.33, 1.00, 0.69 or 2.88, 1.91, 1.33, 1.00 or 3.27,1.98, 1.34, 1.00, 0.68, 3.66, 2.43, 1.69, 1.32, 1.00, .68. *or 2.87,1.89,1.28,1.00,.81*	~~13.1 x 1.27 Disc~~ *14.18 x 1.5 Vented Disc*	275 tire: 3400	Gen1- *67mm* Gen 2- *64mm*	Engine/transmission installation procedure as provided by SCCA Road Racing Technical Department shall be utilized. Charge Motion Control Valves can be blocked off and removed for firewall clearance ~~Allow Cold Air Intake Tremec Magnum transmission may be used P/N- TUKT16901. Full Prep Transmissions rule package may also be used. Max compression ratio, 11.2:1~~ Suspension must remain in the stock location. *MMR Secondary Timing Chain Tensioner Bracket #467893 is permitted.*
Ford Mustang Including Cobra 94-04 Full Prep	101.3	"3.07, 1.72, 1.00, 0.70 or 2.95, 1.94, 1.34, 1.00, 0.63 or 3.35, 1.99, 1.33, 1.00, 0.68 or 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68 or 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68 or 2.20, 1.64,1.28,1.00 *or 2.87 1.89 1.28 1.00 0.8*	~~13.1 x 1.27 Disc~~ *14.18 x 1.5 Vented Disc*	3300 Over 313 CID 3500	N/A	Hydro Boost braking system, Cobra R body work, and independent rear suspension are not permitted. OEM style ball joints with taller than stock stud lengths are permitted. Any stock Ford Mustang K-member 94-04 may be used.
Ford Mustang GT (94-04) with Restricted Prep Engine	107.1	2.95, 1.94, 1.34, 1.00, 0.63 or 3.35,1.99, 1.33, 1.00, 0.69 or 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68, 3.66, 2.43, 1.69, 1.32, 1.00, .68.	~~13.1 x 1.27 Disc~~ *14.18 x 1.5 Vented Disc*	275 tire: 3400	Gen1- *67mm* Gen2- *64mm*	Engine/transmission installation procedure as provided by SCCA Road Racing Technical Department shall be utilized. Charge Motion Control Valves can be blocked off and removed for firewall clearance. ~~Allow Cold Air Intake Tremec Magnum transmission may be used P/N- TUKT16901. Full Prep Transmissions rule package may also be used. Max compression ratio, 11.2:1~~ Suspension must remain in the stock location. *MMR Secondary Timing Chain Tensioner Bracket #467893 is permitted.*
Ford Mustang Cobra and GT 94-95 (Restricted Prep) 5.0 and 5.8 motor	101.3	3.35, 1.99, 1.33, 1.00, 0.68 *or 2.88, 1.91, 1.33, 1.00 or 2.20, 1.64,1.28,1.00*	~~13.1 x 1.27 Disc~~ *14.18 x 1.5 Vented Disc*	3150 Over 313 CID 3250	N/A	~~Cold Air intake allowed.~~ Max compression ratio = 9.2 : 1. 5.0 motor max lift at valve = .45" For the 5.8 motor, max lift at valve = .48" Full prep clutch, flywheel, headers, and OEM style balljoints with taller than stock stud lengths al- lowed. Updating and backdating within spec line is allowable. *MMR Secondary Timing Chain Tensioner Bracket #467893 is permitted.*
Ford Mustang including Cobra 96-04 (Restricted Prep) 4.6L two and four valve motor	101.3	3.35, 1.99, 1.33, 1.00, 0.68 *or 2.88, 1.91, 1.33, 1.00 or 2.20, 1.64,1.28,1.00*	~~13.1 x 1.27 Disc~~ *14.18 x 1.5 Vented Disc*	3150	N/A	Supercharged motor is not allowed. ~~Cold Air intake allowed. Full prep clutch, flywheel, headers, and~~ OEM style balljoints with taller than stock stud lengths allowed. ~~bore = 90.2mm, stroke = 90mm.~~ Trick flow engine kit TFS-K519-390-375 may be installed on two valve motors. Max valve lift with trick flow engine kit = .55" ~~Max compression on 2 valve mo- tor = 9.4 : 1. Max compression for 4 valve motor = 9.8 : 1. Max valve lift with 4 valve engine = .40"~~ Updating and backdating within spec line is allowable. *MMR Secondary Timing Chain Tensioner Bracket #467893 is permitted.*
Ford Mustang GT (05-14)	107.1	3.38, 2.00, 1.32, 1.00, 0.68 or 3.66, 2.43, 1.69,1.32, 1.00, 0.65 *or 2.88, 1.91, 1.33, 1.00 or 2.20, 1.64,1.28,1.00*	~~13.1 x 1.27 Disc~~ *14.18 x 1.5 Vented Disc*	275 tire 3400: Over 313 CID 3600	N/A	Engine/transmission installation procedure as provided by SCCA Road Racing Technical Department shall be utilized.
Ford Mustang Coupe GT (05-14)	107.1	3.38, 2.00, 1.32, 1.00, 0.68 or 3.66, 2.43, 1.69, 1.32, 1.00,	~~(F) 355~~	5.0L 275 tire: 3400	4.6L-N/A	~~Max. Wheel Size: Dia.19.0 inches. Stock brakes or alternate Ford 14" Brembo Brake (Ford Racing Kit #M-2300-S) may be used. Either~~

Restricted Prep. (Aluminum Block, Aluminum Heads) 4.6L/5spd 3 valves per cylinder 5.0L/6spd 4 valves per cylinder		0.65	~~Vented Disc (R) 300 Vented Disc~~ *14.18 x 1.5 Vented Disc*	4.6L 295 tire: 3100	5.0L ~~62 mm~~ *Gen 1: 67mm Gen 2:64mm*	~~engine and/or trans may be used as an assembly.~~ Tremec Magnum transmission may be used as a replacement assembly for the OEM transmission. P/N-TUKT16901. ~~Max compression ratio, 11.2:1~~ *MMR Secondary Timing Chain Tensioner Bracket #467893 is permitted. MT82 6 speed is permitted.* 4.6L engine: ~~Any commercially available cold air intake that bolts onto the engine is permitted. No modifications to the body, chassis, grill or bumper are permitted when installing a cold air intake.~~ Replacement exhaust manifolds, or "headers," as specified in the Full Prep American Sedan rules may be used. Ford Performance camshaft kit P/N M-6550-3V may be used. ~~Flywheel/ clutch, as specified in the Full Prep American Sedan rules may be used~~. The 4.6L engine assembly has a weight reduction of 300 lbs. *Track pack front and rear spoiler allowed.* 5.0L/6spd engine/trans:
Ford Mustang GT (05-14) with Restricted Prep Engine	107.1	2.95, 1.94, 1.34,1.00, 0.63 or 3.35, 1.99, 1.33, 1.00, 0.69 or 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68 *or 3.66, 2.43, 1.69, 1.32, 1.00, 0.65*	~~13.1 x 1.27 Disc~~ *14.18 x 1.5 Vented Disc*	275 tire: 3400	Gen 1- *67mm* Gen 2- *64mm*	~~Max. Wheel Size: Dia.18.0 inches. Stock brakes or alternate Ford 14" Brembo Brake (Ford Racing Kit #M-2300-S) and full prep brake package may be used.~~ Either engine may be used. ~~Cold Air Intake allowed~~ Charge Motion Control Valves can be blocked off and removed for firewall clearance Allow Cold Air Intake Tremec Mag- num transmission may be used P/N- TUKT16901. ~~Full Prep Transmissions rule package may also be used~~. ~~Max compression ratio, 11.2:1.~~ *Track pack front and rear spoiler allowed. MMR Secondary Timing Chain Tensioner Bracket #467893 is permitted~~. ~~*MT82 6 speed is permitted."*~~
Ford Mustang GT 5.0l (15-17) Restricted Prepa- ration	107.0	3.66, 2.43, 1.69,1.32, 1.00, .65 or 4.69, 2.98,2.14, 1.76,1.52, 1.27,1.00, 0.85, 0.68, 0.63, or 3.24, 2.10, 1.42, 1.00, 0.81, .062. *or 2.88, 1.91, 1.33, 1.00 or 2.20, 1.64,1.28,1.00*	~~(14.0/355)~~ *14.18 x 1.5 Vented Disc*	275 tire: 3600	*64mm*	~~Max. Wheel Size: Dia. 18.0 inches. Stock brakes or alternate Ford Brembo Brake caliper (Ford Racing Kit #M-2300-S) may be used.~~ *MMR Secondary Timing Chain Tensioner Bracket #467893 is permitted.*
Ford Mustang GT 5.0L (2018-)	107.0	2.97, 2.07, 1.43, 1.00, 0.84, 0.57 *or 2.88, 1.91, 1.33, 1.00 or 2.20, 1.64,1.28,1.00"*	~~*(F) 355 (R) 330*~~ *14.18 x 1.5 Vented Disc*	275 Tire *3525*	60 mm	Package Brembo front BBK and 380mm rotors permitted (Ford PN M-2300-V) at no weight penalty. 2014 Mustang GT exhaust manifolds permitted. Ford Racing oil pan #M-6675-M50BR permitted. *Performance pack front and rear spoiler, body kit allowed. Secondary Timing Chain Tensioner Bracket #467893 is permitted.*
Pontiac GTO (04-06) Restricted Prep. 2004, 5.7L V8(Aluminum Block, Aluminum heads), LS1, 2 valves per cylinder 05-06, 6.0L V8 (Aluminum Block, Aluminum heads), LS2, 2 valves per cylinder	109.8	2.97, 2.07, 1.43, 1.00, 0.84, 0.57 *or 2.88, 1.91, 1.33, 1.00 or 2.20, 1.64,1.28,1.00*	~~(F) 320 Vented Disc (R) 286 Vented Disc~~ *14.18 x 1.5 Vented Disc*	275 tire: LS1: 3300 LS2: 3350	N/A	Either engine listed permitted for any car classified in this specification line. ~~2004: Compression Ratio, 10.3:1 max; Cylinder Bore, 99 mm; Stroke, 92 mm; Intake Valve Diameter, 50.8; Exhaust Valve Diameter, 39.4 mm; Camshaft Lift @ Lobe, Intake (6.96 mm), Exhaust (7.13 mm); Camshaft Duration at .05 inches valve lift, (Intake, 197 degrees), (Exhaust, 207 degrees); Throttle Body Bore, 75 mm; Rocker Arm Ratio, 1.7:1.~~ ~~05-06: Compression Ratio, 11.1:1 max; Cylinder Bore, 101.6 mm; Stroke, 92 mm; Intake Valve Diameter, 50.8; Exhaust Valve Diameter, 39.4 mm; Camshaft Lift @ Lobe, Intake (7.78 mm), Exhaust (7.77 mm); Camshaft Duration at .05 inches valve lift, (Intake, 204 degrees), (Exhaust, 211 degrees); Throttle Body Bore, 90 mm; Rocker Arm Ratio, 1.7:1.~~ ARE dry sump kit consisting of pump #3021S, Pan 1005M and oil tank 7007-2 or Aviaid dry sump kit #008-10001 consisting of pump 13110-1187, pan 52504-10001 and oil tank 57525 are allowed. Pumps may be driven by a crank mounted, toothed style pulley and belt. Plumbing, hardware, brackets, hoses, and fittings to install above kits are free. For the LS1connecting rods Callies p/n CSC6100DS6A2AH, Scat rods p/n 2-1CR6100-944, GM performance rods p/n 12649190.

						Either engine may be used in any car in this specification line. Camshaft lift tolerance is .076 mm. ~~*11" wide wheels can be used until 3/1/25.*~~
Spec Mustang (SMG) Restricted Prep.	107.1			3400	N/A	Must meet all requirements of Spec Mustang rules located in Appendix M. No other AS allowances may be used if the car is running under the SMG ruleset.

GCR

1. #38418 (Michael Smith) 9.3.29 Identification Markings

In Identification Markings, GCR section 9.3.29, change as follows and re-letter the following sections accordingly:

"*(Effective 1/1/26)* Each car ~~shall~~*must* carry identification markings per the sections listed below~~;~~ and any markings required by the Supplemental Regulations.

A. Numbers and Class ~~Letters~~*Identifications*

Numbers ~~shall~~*must* be placed on the front and both sides of the car so that they are legible. *All closed-wheel cars must have the front number located on the hood.* All Formula cars with a rear wing ~~shall~~*must* have legible numbers on each rear wing ~~side~~*end* plate. Numbers may be ~~1~~*one*, ~~2~~*two,* or ~~3~~*three* digits. ~~3~~*Three-*digit numbers must ~~start~~*begin* with the number "1" *and must meet the approval of the Chief of Timing and Scoring.* Class ~~letters~~*identifications* ~~shall~~*must* be placed on both sides of the car so that they are legible. Rear numbers and class ~~letters~~*identifications* are recommended. Cars running in multiple classes must clearly identify which class and weight they are running. The numeral "1" ~~shall~~*will* be exclusively reserved for the current national champion in each class for Conference Majors/Super Tour events. The numeral "1" will be reserved until the end of the period for submitting advanced or pre-event entries~~,~~ and then will be released. If ~~2~~*two* or more national champions are entered in the same run group, the first to enter ~~shall~~*will* have preference. Duplicate car numbers within the same run group ~~is~~*are* prohibited. See also GCR section 6.4.1.A.

B. Size of Numbers and Class ~~Letters~~*Identifications*

Numbers ~~shall~~*must* be at least 8 inches high, with a 1.5-inch stroke on a *solid* contrasting background (rear-winged Formula cars ~~shall~~*must* have as large a number as possible on their rear wing ~~side~~*end* plates). Metallic (reflective) numbers and class letters are prohibited. The distance between ~~2~~*two* numbers ~~shall~~*must* be at least as wide as the stroke of the numbers. *Front and side numbers must be surrounded by 6 inches of contrasting background free of all other graphics. If multiple digits are used, each number digit must be the same color. Cars with illegible numbers may not be scored. The Chief of Timing and Scoring and the Race Director/Chief Steward will determine legibility of markings.* Class l~~etters~~*identifications* ~~shall~~*must* be at least 4 inches high, with a 1/2-inch stroke on a *solid* contrasting background.

C. Legibility

Legibility of numbers and class identifications will be determined by the Chief of Timing and Scoring in conjunction with the Race Director/Chief Steward. Requests for changes will be communicated to the driver through the Race Director/Chief Steward. Various methods of communication may be utilized and will be considered as having been delivered to the entrant. If no improvement is made after two notifications to the entrant, a request will be made to note a non-compliant number in the vehicle logbook. This regulation overrides all class or spec line rules, regulations, and standards."

2. #38549 (Michael Smith) Timing and Scoring Systems, 5.10.3.B
In Timing and Scoring Systems, GCR section 5.10.3.B, add the following:
"A working MyLaps Transponder system is required for all sanctioned event sessions unless the requirement is specifically exempted by the Event Supplemental Regulations.
(Effective 1/1/26)
1. Cars without working transponders might not receive times.

2. The driver is responsible for providing correct information for the MyLaps Transponder system to Timing & Scoring."

3. #38550 (Carlos Gutierrez) Revise and Clarify Starts and Restarts
In The Pace Lap, GCR section 6.5.2.B, change as follows:
"*(Effective 1/1/26)*
1. If a pace car is used, it will be positioned at the head of the pack, with emergency lights flashing. Drivers may not pass the pace car until it turns off its emergency lights and pulls off the track, and ~~the pole car~~*all cars* will maintain the speed of the pace car before it pulled off track until the green flag.

2. If a pace car is not used, the pole car will pace the field complying with directions from the Race Director or Chief Steward or a designee. The pole car will maintain a constant speed from the grouping until the green flag**,** and *all cars* ~~shall~~*must* not modify ~~its~~*their* speed approaching the flag stand."

4. #38821 (Greg Amy) Request to Amend GCR 6.1.1.F Black Flag
In Racing Rules and Procedures, GCR section 6.1.1.F, add the following:
"(Effective 1/1/26) OPEN BLACK, DISPLAYED AT ALL STATIONS – The session has been stopped; all cars must stop racing and proceed directly and immediately to the pits, exercising extreme caution. *No passing is allowed.* This flag will be displayed with an 'ALL' sign at the Starter's stand and the sign may also be shown at station(s) elsewhere on the course."

5. #38906 (Thomas Kirchman) Starting Position Penalties
In Range of Penalties, GCR section 7.2.F, add the following:
"*(Effective 1/1/26)*
Loss of Time, Lap, *Starting* or Finishing Position*.*"

6. #38908 (Thomas Kirchman) Lane Choice for Each Segment in a Split Start
In Split Starts, GCR section 6.5.5.B, add the following:
"*(Effective 1/1/26)*
The Race Director or Chief Steward will determine the class(es) in each segment. Segments will contain entire classes of cars, including those cars with no qualifying time. The Race Director or Chief Steward will determine which segment will start first. The cars assigned to each segment will be gridded by qualifying time, regardless of class. *The fastest qualifier in each segment may choose the inside or outside position per GCR 6.4.2.D.*"

T2-T4
1. #38703 (Touring Committee) Change Fuel Rule
Effective 1/1/2026, In GCR Section 9.1.9.2.D.1.c.2., change as follows:
"~~Only the fuel type specified by the Owner's and/or Factory Service Manual may be used.~~ Refer to GCR Section 9.3 Fuel, for permitted fuel specifications."

T4

1. #38896 (James Rogerson) B-Spec Allowance
Effective 1/1/2026 In GCR Section 9.1.9.2 TOURING (T2-T4) CATEGORY, change paragraph 4 as follows:
"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-T4 cars may race one class up in touring classes above their specification line class as long as they are a legal T2-T4 car and conform to their specification line allowances as classified. Cars conforming to ~~B-Spec or~~ C-Spec rules are permitted to compete in Touring 4. *Cars conforming to B-Spec rules are permitted to compete in Touring 4 without a flat plate restrictor.*"

Taken Care Of

GCR

1. #38749 (Lance Loughman) No Line of Site Waiving Yellow
Thank you for your letter. Provisions are being made to incorporate directives to the F&C volunteers at the Runoffs, and we will be reviewing additional language changes should they be necessary post-event.

General

1. #38430 (Anthony Stefanelli) Technical Bulletin Implementation
Thank you for your letter, your thoughts will be taken under consideration.

2. #38433 (Dave Weitzenhof) Agreement With Letter 38430
Thank you for your letter. Please see letter number 38430 in current Fastrack.

What Do You Think

None.

Resume

T1-T4

1. #38999 (James Candelaria) TAC Application
James Candelaria has been added to the Touring Advisory Committee.