

CLUB RACING BOARD MINUTES

CLUB RACING BOARD MINUTES | Aug. 4, 2009

The Club Racing Board met by teleconference on August 4, 2009. Participating were Bob Dowie, Chairman; Chris Albin, Fred Clark, Jim Drago, Dave Gomberg, Russ McHugh, and Peter Keane. Also participating were Marcus Meredith and Jerry Wannarka, BoD liaisons; Lisa Noble, BoD guest; Terry Ozment, Vice President of Club Racing; John Bauer, Technical Services Manager; Kevin Yaghoubi, Technical Coordinator Club Racing; and Lauri Burkons, CRB Secretary.

In addition to those items covered in Technical Bulletin 09-09, the following decisions were made:

SUGGESTED RULES FOR NEXT YEAR

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

Please send your comments to crb@scca.com.

GCR

1. Effective 1/1/10: Change section 3.1.2.C and D as follows:

C. The practice sessions, *if any*, for both Nationals may be combined into a single session.

D. ~~The total time for the combined~~ all practice and qualifying sessions must be a minimum of 70 minutes; however, "hardship" sessions may not be included in this time.

2. Effective 1/1/10: Replace section 8.1.4 as follows:

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

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

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

~~A non-compliant ruling will be published; a compliant ruling will not be published.~~

~~The fees for this service are as follows:~~

- ~~• First Court \$125~~
- ~~• Appeals Court \$175~~

~~A portion of these fees may be refundable at the discretion of either or both courts.~~

~~A member may request a determination on the compliance of his vehicle or its components through the Club Racing Department.~~

A. Upon receiving a request, the Chairman of the Stewards' Program will convene a review committee. The committee will consult with the Club Racing Board for expert technical testimony prior to determining the compliance of the item(s) in question. The review committee will convey their decision to the member, and notify the Chairman of the Stewards' Program, who will then forward the decision to the appropriate parties in the SCCA, including the Court of Appeals.

B. The Court of Appeals will consider the request and the committee's decision. The member may submit additional evidence to the CoA after receiving the review committee's decision.

In its review, the CoA will consult with the Club Racing Board for expert technical testimony prior to determining the compliance of the item(s) in question. The CoA will render their decision to the member, and the Chairman of the Stewards' Program.

C. Penalties or penalty points will not be assessed in the event of a negative ruling.

D. A non-compliant ruling will be published; a compliant ruling will not be published. Court of Appeals decisions on technical compliance are effective for the calendar year during which they are rendered, and are superseded by the following year's edition of the GCR.

E. The fee for this service is \$300. A portion of the fee may be refunded at the discretion of the Court of Appeals.

3. Effective 1/1/10: Add the following to the list of Prohibited Substances list in section 9.3.25.A:

3,3-dimethyl-1-butene 0.05%

4. Effective 1/1/10: Add the following second paragraph to section 9.3.25.A:

If a car is required to run diesel fuel, it will be noted on its specification line. Diesel fuels must have a dielectric constant between 2.2 and 4.9. Diesel fuels are subject to the same restrictions on prohibited substances as gasoline.

5. Effective 1/1/10: Change section 9.3.31 as follows:

Exposed glass headlights shall be taped. Rear brake lights may be taped with transparent tape. Turn signals, front parking lights, backup lamps, and side marker lights may be taped or *painted*. ...

6. Effective 1/1/10: Change section 9.4.5.G.3 as follows:

...with inner and outer reinforcements of a minimum of two 5-ounce laminates ~~material of~~ (fiberglass, carbon, ~~or~~ kevlar, etc.).

7. Effective 1/1/10: Change Glossary B entries as follows:

~~Body: All parts of the car lickerd by the air stream and situated above the belly pan/floor with exception of the roll bar or cage. For Formula and Sports Racing cars, further exceptions are those units definitely associated with the function of the engine or transmission. See Bodywork.~~

~~Body Panel: A replaceable section of the body.~~

~~Bodywork: See Body~~ All external panels that encase the frame, driver, engine, transmission, radiators, suspension pickup points, etc. Bodywork includes panels below the floor pan, and the bottoms of any side pods.

Formula

Effective 3/1/10, modify 9.1.1.D as follows to allow the use of the Honda Fit 1500 engine in Formula Ford. Sections from the current D.3 onward will be renumbered. Where specifications are listed as to be supplied, they will be included before transmittal to the BoD for approval.

D. FORMULA FORD PREPARATION RULES

NOTE: Contained herein are the 1986 Formula Ford chassis construction requirements (see D.6 and D.7).

Definition

- a. A formula for single-seat, open-wheel racing cars using standard Ford 1600 "crossflow" pushrod engines, or a Honda Fit 1500 (L15A7) overhead cam engine, with firewall, floor, and safety equipment conforming to the GCR.
- b. Formula Ford is a Restricted class. Therefore, any allowable modifications, changes, or additions are as stated herein. There are no exceptions. IF IN DOUBT, DON'T. Homologation is required for all cars registered after January 1, 1983.
- c. ~~Two~~ Three engines are allowed in Formula Ford:
 1. The Ford 1600 GT "Kent" pushrod "crossflow" as installed in the Ford Cortina in 1971 and later. The Kent engine specifications are contained in D.1.
 2. The Ford 1600 GT "Cortina" engine as installed in the Ford Cortina through 1970. The Cortina engine specifications are contained in D.2.
 3. The Honda Fit (L15A7) 1500cc overhead cam engine as installed in a Honda Fit, all models, from 2009 onward. The Honda Fit engine specifications are contained in D.3.

D.3. Honda Fit 1500 (L15A7) Engine

a. General

1. No modifications to this engine are allowed except where specifically authorized within these rules. This includes, but is not limited to, all fuel injection and engine management components, electrical, cooling and lubrication systems. All systems are subject to test procedures and must conform to OEM specifications as stated in the Honda Fit factory service manual, Honda PN 61TK600 and all superseding years, or as specified in these rules. The factory service manual or its equivalent is required to be in the possession of each entrant. The manual may be the form of printed material, microfiche, CDs, DVDs and/or Internet access to manufacturer sponsored web-based databases.
2. Permitted engine maintenance includes the replacement, but not modification, of external engine and engine systems parts.
3. All rubber fluid lines may be replaced with braided metal-covered (Aeroquip type) lines. Hose clamps maybe installed on the rubber oil lines.
4. No balancing, lightening, polishing or other modification of moving parts of the engine is permitted.
5. Only stock Honda manufactured gaskets and seals as specified in the Honda Fit factory service manual are per-

mitted (Including, but not limited to, head gasket, intake runner gaskets and O-rings, restrictor plate gasket, and intake and exhaust gaskets).

6. For all Honda part numbers in these specifications, superceding part numbers are considered equivalent.

b. Block

1. The only permitted cylinder block is Honda PN: 11000-RP3-810
2. Honing of cylinders is permitted to a maximum diameter of 73.065 mm (2.8766"). Fitting of cylinder sleeves is prohibited. Re-boring to over size is prohibited.
3. Block must use stock main bearing caps, girdle and hardware as supplied.

c. Crankshaft

1. The stock Honda Fit crankshaft, Honda PN: 13310-RB1-000, must be used with no modifications allowed.
2. Minimum weight: 27.6 lbs.
3. Maximum stroke at piston: 89.4mm (3.520")
4. Main and rod bearings must not be modified in any way. OEM bearings must be used from within the standard range as allowed in the Honda Fit factory service manual.
5. The crank pulser must not be altered in any way.
6. The crank pulley/balancer must not be altered or modified in any way.
 - a. Minimum weight: 3.90 lbs.
 - b. Honda PN: 13810-RB0-003.

d. Connecting Rods

1. Stock Honda Fit connecting rod must be used PN: 13320-RB1-000.
2. Minimum connecting rod weight: To be supplied by HPD.
3. Connecting rod length center to center: To be supplied by HPD.

e. Pistons

1. Honda Fit OEM standard size pistons, PN: 13010-RB1-000, must be used.
2. The use of over size pistons is not permitted.
3. Piston dimensions and weights:
 - a. Maximum standard piston diameter, measured at a point 16mm from the bottom of the skirt: 72.990mm (2.8736").
 - b. Centerline of wrist pin to crown: To be supplied by HPD.
 - c. Overall height: To be supplied by HPD.
 - d. Minimum weight: To be supplied by HPD.
 - e. Weight of piston pin: 67 grams.
4. Piston Rings must be as used in the Fit engine. The only modification allowed is ring end gap width. Two compression rings and one 3 piece oil control ring must be used.
 - a. The standard ring pack PN 13011-RB1-004 (Riken) or 13011-RB1-006 (Nippon).
 - b. No modification of the piston is permitted for the installation of rings.
 - c. Ring groove widths. To be supplied by HPD.

f. Cylinder Head

1. The only permitted head is Honda PN: 12200-RB0-G00.
2. The gasket face of the cylinder head may be resurfaced provided the maximum compression ratio is not exceeded or to a service limit of 0.2mm (0.008") based on a height of 120mm (4.72").
3. The cylinder head must not be ported, polished or machined. The original casting must not be modified in any way or polished.
4. Head gasket to be stock Honda Fit PN: 12251-RB0-004. Minimum compressed thickness of 0.76 mm +/- 0.05mm.
5. Cylinder head breather restrictor must be used as supplied by HPD, unmodified. Size to be determined by HPD.

g. Camshaft

1. The only permitted camshaft is PN: 14110-RB1-J00
2. The cam gear must be as supplied in the Fit, PN: 14211-RB0-J00. Cam timing must not be altered; the timing chain must be installed as specified in the Honda Fit factory service manual. The timing chain/sprocket cover may not be altered.
 - a. Timing chain Honda PN: 14401-RB1-003.
 - b. Case assembly, chain (sprocket cover) PN: 11410-RB1-000
 - c. Cam timing at lobe centers: To be supplied by HPD.
3. Camshaft profile and lobe centers shall be checked using the official procedure published by the SCCA.
4. Cam lobe heights: Intake, Primary: 35.241mm, secondary: 36.173mm, exhaust: 35.471mm.
5. Valve rockers must not be modified in any way. Honda PN: 14620-RB1-010 Arm Assembly, rocker.
6. The VTEC system must be stock. The VTEC activation valve, Honda PN: 15810RB0-G01, must be stock. The HPD ECU will activate the VTEC at RPM to be determined by HPD.

h. Valves

OEM valves must be as used in the Fit.

1. Dimensions
 - a. Inlet PN: 14711-RB0-000 Exhaust PN: 14721-RB0-000
 - b. Maximum diameter: Inlet: 28.15mm Exhaust: 23.15mm

- c. Maximum overall length: Inlet: 119.15mm Exhaust: 117.85mm
- d. Minimum stem diameter: Inlet: 5.45mm Exhaust: 5.42mm
- 2. Valve location or angle must not be moved.
- 3. Reshaping of the valves is strictly prohibited.
- 4. Valve guides may be replaced provided the position of the valve is not changed and the replacement guides are Honda OEM parts.

Inlet PN: 12204-PJ7-305 (over size)

Exhaust PN: 12205-PJ7-305 (over size).

- 5. It is permitted to replace or re-cut valve seats provided the valve seat angles are stock Honda three angle cut per the Honda Fit factory service manual.
- 6. Valve stem installed height must be per The Honda Fit factory service manual:
Intake maximum: 46.8mm. Exhaust maximum: 46.9mm.
- 7. Valve stem seals must be Honda OEM parts.
Honda PN: Intake: 12210-PZ1-004 seal A.
Exhaust PN: 12211-PZ1-003 or 12211-PZ1-004 seal B.

i. Valve Springs

- 1. Valve springs are Honda OEM as specified in the Honda Fit factory service manual.
 - a. Intake PN: 14761-RB1-003, free length: 48.55mm.
 - b. Exhaust PN: 14762-RB1-007, free length: 54.52mm.
- 2. Valve spring shims are not permitted.

j. Compression Ratio

The maximum compression ratio is 10.4 to 1 utilizing Honda Fit factory service manual limits. Cylinder and combustion chamber volumes: To be supplied by HPD.

k. Intake Manifold and Fuel System

- 1. The lower manifold must be stock Honda Fit PN: 17100-RB1-000. It is not permitted to add or remove material. No coating is permitted on the exterior or interior of the manifold. (SCCA Club Racing will have a standard port model for comparison.)
- 2. The upper manifold, air box and throttle body assembly must be used as delivered from HPD. External throttle return springs are unrestricted.
- 3. All gaskets and sensors utilized on the inlet manifold from head to throttle body must be Honda Fit OEM or HPD supplied. Part numbers to be supplied by HPD.
- 4. The fuel rail and fuel pressure relief valve must be as supplied by HPD. Injectors must be stock Honda Fit OEM parts (PN 16450-RNA-A01).
- 5. The Honda Fit engine is required to have an HPD supplied air inlet restrictor of specified internal diameter and thickness correctly installed within the intake system. The restrictor may not be modified in any way; the specified value can not be exceeded in any measurement of the diameter. The restrictor centerline or shape must not be altered. SCCA Club Racing will have go-no go gauges to verify that all competitors are in compliance. (The final mandated size of the restrictor will be determined once the final production engine is complete and power verified at Quicksilver RacEngines).

l. Fuel Pump

The fuel pump is unrestricted.

m. Exhaust Manifold

- 1. The exhaust manifold must be as supplied by HPD.
- 2. The exhaust manifold exit may be shortened within HPD specified limits to direct the tail pipe as necessary. The exhaust pipe must maintain a 2 inch outside diameter to from the manifold exit to its outlet and must meet 9.1.1.D.1.s.9.
- 3. Exhaust coatings and wraps and heat shields may be used to control engine bay temperatures and protect other components.

n. Lubrication System

- 1. The oil pan must be as supplied by HPD. No modifications are permitted.
- 2. Oil feed pump must be stock Honda Fit. No modifications are permitted. Oil pressure may be adjusted for wear.
 - a. The oil pressure sensor location must be as supplied by HPD.
 - b. It is recommended that oil pressure be maintained at the factory service manual specification.
- 3. The scavenge pump must be as supplied from HPD. No modifications are permitted. Dimensions to be supplied by HPD.
- 4. Scavenge drive pulleys must be as supplied by HPD. Drive belt manufacture is unrestricted provided the belt type and dimensions are as specified by HPD.

5. Hose routing and filter system are unrestricted.

o. Cooling System

1. Water pump and water pump pulley must be stock Honda Fit parts. No modifications are permitted.
Honda PN: 19200-RB0-003 Pump, water.
Honda PN: 19224-RB0-000 Pulley, water pump.
2. The water inlet and outlet at engine must be as supplied by HPD. The thermostat is unrestricted provided the housing is not modified. The thermostat bypass may be plugged.
3. Drive belt manufacture is unrestricted provided it is designed for use with Honda Fit crank pulley.
4. Radiator is unrestricted.

p. Electrical Equipment

1. The ECU and engine electrical harness must be as supplied by HPD. No modifications are permitted.
2. The ECU will be a sealed unit supplied by HPD. The ECU maps and inputs must not be modified. The ECU is capable of being swapped in the case of a protest.
3. Ignition coils must be stock Honda Fit, PN: 30520-RB0-003. No modifications are permitted.
4. All sensors related to engine operating parameters and/or supplied by HPD must be used. These sensors and the wiring harness leads may not be altered or "piggy backed". Any sensors required for analog types gauges must be in addition to the HPD supplied sensors.
5. The alternator must be stock Honda Fit. PN: 31100-RB0-004. The alternator drive pulley must be stock. Alternator connections must be through the HPD engine electrical harness only. The alternator must not be disabled and must be accessible to SCCA officials.

q. Flywheel

1. The stock Honda Fit flywheel must be used. No modifications are permitted except for normal resurfacing for clutch wear.
 - a. Stock Honda flywheel PN: 22100-RB0-005.
 - b. Minimum weight with ring gear: 14.4 lbs.
2. The stock Honda Fit clutch must be used. No modifications are permitted.
 - a. Honda PN: 22300-RB0-005.
 - b. Minimum weight without friction disk: 7.0 lbs.
3. Stock Honda friction disk must be used. No modifications are permitted.
 - a. Honda PN: 22200-RB0-005.
 - b. Weight of new friction disk: 2.1 lbs.

r. Miscellaneous

1. All emission control devices must be removed and blocked off by the blanking plate provided by HPD, except the VTEC activation valve which must be retained and functioning.
2. Air filter is unrestricted.
3. The use of unleaded premium "pump" gas: 91 – 93 RON is recommended.
4. The use of the following non-standard replacement parts is permitted provided their use does not result in any unauthorized modification of any other component.
 - a. Fasteners – nuts, bolts, screws, washers, studs, etc. Head bolts, rod bolts, flywheel bolts, and crank pulley bolt must be used as provided by Honda and HPD.
 - b. Gaskets and seals, except those specified in the above rules.
 - c. Spark plugs.
 - d. Mechanical tachometer and analog gauges.
 - e. Oil and lubricants are unrestricted. HPD strongly recommends the use of oil and lubricants as described in the Honda Fit factory service manual.
 - f. The oil filler cap may be removed and plugged.

D.11.12. Weight

Minimum weight as qualified or raced, with driver:

1050 lbs. ~~Original~~ Ford Cortina Engine

1100 lbs. ~~Updated~~ Ford Kent and Honda Fit Engines

American Sedan

Item 1. Effective 1/1/10: Add the following to the end of section 9.1.6.D.5.e:

The original master cylinder may be replaced with any single or dual master cylinder (with balance bar). The pedal assembly, including the clutch pedal, may be modified or replaced. The pedal assembly, and master cylinder, may be relocated, but the original driver's position must not be relocated. The brake booster may be modified, replaced or removed.

Item 2. Effective 1/1/10: Change 9.1.6.D.3.m as follows:

m. Alternate transmission cases may be used. When alternate transmissions or transmission cases are installed, cross members must be modified to insure that engine location is kept in its original location and to facilitate installation of the transmission.

WHAT DO YOU THINK?

None

MEMBER ADVISORIES

None

NOT APPROVED BY THE CRB

GCR

1. Revise section 3.1.1.c.2 – 120% qualifying rule (Ingle). The rule is adequate as written.
2. Allow the Chief Steward margin without Executive Steward approval for section 3.4.2.C – cars per track mile (Butler). The rule is adequate as written.

Grand Touring

1. GT – Move the 997 Cup to GT2 (May). The car's performance is outside the GT2 parameters.
2. GT3 – Classify the Ford Ranger body (Quick). We do not race trucks.

Improved Touring

1. IT – Allow remote reservoir shocks (Bell). The rule is adequate as written.
2. IT – Allow a wide band O2 sensor (Bader). A wide band sensor functions differently than a narrow band sensor.
3. IT – Clarify the sensor rule (Boles). The rule is adequate as written.
4. IT – Classify the 98 Supra (Van Cleef). The 98 Supra was only available with automatic transmission, but no VIN is required.

Super Touring

1. ST0 – Allow aftermarket cylinder heads (Fuehrer). We will consider this on a case-by-case basis only.
2. STU – Alternate turbo input (Jackson). There is no proven need,
3. STU – Allow supercharged ZX-3 (Hardison). There is no proven need.

Touring/Showroom Stock

1. T1 – Allow open tie rod ends (Ingle). This is not within the class philosophy.
2. T1 – Help the CTS-V (Grand). The car is competitively classed.

NO ACTION REQUIRED

GCR

1. Help for the CRB (Zekert). Thank you for your input. We have forwarded this to the BoD.
2. Make post-race weight available to the entrant (Zekert). Thank you for your input. This is a local issue.
3. Objection to removal of sound limits (Jones). Thank you for your input. We have forwarded this to the BoD

Grand Touring

1. GT – Bring back GT4 (Hernandez). Thank you for your input.
2. GT – Data acquisition input (Heintzman). Thank you for your input.
3. GT3 – GT3 changes input (Ward). Thank you for your input. We are still receiving member comments; all comments will be considered.
4. GT3 – Opposition to Corvair changes (Shepard). Thank you for your input. We are still receiving member comments; all comments will be considered.
5. GTL – The CRB has failed the GTL class (Patten). Thank you for your input.

Improved Touring

1. IT – RX-8 comp adjustment input (Robertson). Thank you for your input.
2. IT – SM dyno numbers input (Nordwald). Thank you for your input.

Production

1. P – Support for / Opposition to open connecting rods (multiple). Thank you for your input. We received approximately 14 letters, evenly split for the existing rule to remain the same and for changing the rule. Thus, the rule will remain as written.
2. P – Production cage input (Hughes). Thank you for your input.

CLUB RACING TECHNICAL BULLETIN

DATE: August 20, 2009

NUMBER: TB 09-08

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 9/1/09 unless otherwise noted.

GCR

1. Clarify GCR section 5.7.3, p. 36, **effective upon publication**, by making the following changes: A sound level instrument (meter) that meets American National Standards Institute (ANSI) ~~S1.40-2006~~ S1.4-1983 Class 2 or better shall be used.
2. Clarify GCR section 8.3.3.A.3, p. 63, by making the following changes: "The bond shall be by cash, check or credit card (Visa or Mastercard only)."

Grand Touring

GT1

1. Clarify section 9.1.2.E.1.b.2, p. 262, by making the following changes: "All cars using a production based transmission *with syncros* and having no more than four (4)..."
2. General Motors Corporation - Chevrolet, p. 264 add the alternate wheel base of 103" to the (01-02) Monte Carlo.
3. General Motors Corporation - Chevrolet, p. 264 add the alternate wheel base of 103" to the (95-00) Monte Carlo.

GT2

1. Cars - Mazda RX-7, p. 287, add to the notes as follows: This "one-off" body allowance is not meant as an open invitation for others to be classified.

GT3

1. Cars - Honda p. 303, add to the spec line as follows:

| Model | Years | Body Style | Driveline | Wheelbase (in) |
|-------|-------|------------|-----------|----------------|
| Civic | 84-87 | 3dr | FWD | 86.6 |

Improved Touring

ITR

1. Acura Legend (91-95), p. 343, add/correct the spec line as follows: Wheel Dia. (inch): 15, Gear Ratios: 2.937, 1.692, 1.060, 0.769, 0.581 or 2.937, 1.692, 1.151, 0.868, 0.682 or 2.940, 1.690, 1.150, 0.870, 0.680, 0.520, Brakes Std. (mm): (F) 286 Vented Disc (R) 260 Solid Disc.
2. BMW 325i/is (92-95), p. 343, add/correct the spec line as follows: Bore x Stroke(mm)/Displ. (cc): 84.0 x 75.0 2494, Brakes Std. (mm): (F) 286 Vented Disc (R) 280 Solid Disc.
3. BMW 328i/is E36 (96-99), p. 343, add/correct the spec line as follows: Wheel Dia. (inch): 16, Wheelbase (inch): 106.3, Brakes Std. (mm): (F) 286 Vented Disc (R) 280 Solid Disc.
4. BMW 328i/ci E46 (99-00), p. 343, add/correct the spec line as follows: Wheel Dia. (inch): 17, Brakes Std. (mm): (F) 325 Vented Disc (R) 320 Solid Disc, Gear Ratios: 4.21, 2.45, 1.66, 1.24, 1.00.
5. BMW 325i/ci Coupe E46 (01-02), p. 343, add/correct the spec line as follows: Bore x Stroke(mm)/Displ. (cc): 84.0 x 75.0 2494, Brakes Std. (mm): (F) 300 Vented Disc (R) 294 Vented Disc, Gear Ratios: 4.21, 2.45, 1.66, 1.24, 1.00.
6. BMW 330i/ci (01-02), p. 343, add/correct the spec line as follows: Brakes Std. (mm): (F) 325 Vented Disc (R) 320 Vented Disc.
7. BMW M3 (88-91), p. 343, add/correct the spec line as follows: Valves IN & EX (mm): (I) 37.0 (E) 32.0, Comp. Ratio: 10.5, Wheel Dia. (inch): 15, Gear Ratios: 3.38, 2.20, 1.40, 1.00, 0.81, Brakes Std. (mm): (F) 280 Vented Disc (R) 282 Solid Disc.
8. BMW Z3 2.8L Coupe & Rdstr. (97-00), p. 343, add/correct the spec line as follows: Wheel Dia. (inch): 16, Gear Ratios: 4.21, 2.49, 1.66, 1.24, 1.00, Brakes Std. (mm): (F) 286 Vented Disc (R) 272 Solid Disc.
9. BMW Z3 3.0L Coupe & Rdstr. (01-02), p. 343, add/correct the spec line as follows: Wheel Dia. (inch): 17, Gear Ratios: 4.21, 2.49, 1.66, 1.24, 1.00, Brakes Std. (mm): (F) 300 Vented Disc (R) 272 Solid Disc.
10. Dodge Stealth R/T (non-turbo FWD) (91-96), p. 344, add/correct the spec line as follows: Valves IN & EX (mm): (I) 34.9 (E) 30.5.
11. Ford Taurus SHO (89-95), p. 344, add/correct the spec line as follows: Wheel Dia. (inch): 15/16, Brakes Std. (mm): (F) 258/276 Vented Disc (R) 256 Vented Disc.
12. Lexus IS300 (0-02), p. 344, add/correct the spec line as follows: Valves IN & EX (mm): (I) 33.6 (E) 29.0.
13. Lexus SC300 (92-00), p. 345, add/correct the spec line as follows: Valves IN & EX (mm): (I) 33.6 (E) 29.0, Gear Ratios: 3.26, 1.89, 1.28, 1.000, 0.78, Brakes Std. (mm): (F) 275 or 296 Vented Disc (R) 307 Vented Disc.
14. Mitsubishi 3000 GT (non-turbo FWD) (91-99), p. 345, add/correct the spec line as follows: Valves IN & EX (mm): (I) 34.9 (E) 30.5.
15. Porsche 911SC (78-83), p. 345, add/correct the spec line as follows: Wheel Dia. (inch): 16, Gear Ratios: 3.18, 1.83, 1.26, 1.00, 0.78, Comp. Ratio: 9.3.
16. Porsche 944S2 (89-91), p. 345, add/correct the spec line as follows: Wheel Dia. (inch): 16, Wheelbase (inch): 94.
17. Toyota Supra (87-92), p. 346, add/correct the spec line as follows: Valves IN & EX (mm): (I) 32.5 (E) 28.5, Wheel Dia. (inch):

- 16, Gear Ratios: 3.28, 1.89, 1.27, 1.00, 0.78, Brakes Std. (mm): (F) 302 Vented Disc (R) 292 Solid Disc.
18. Honda S2000 (00-02), p. 344, add the 2003 model year.

ITB

1. Volvo 142/144 2.0 (69-74), p. 371, delete the notes.

ITC

1. Volkswagen Beetle (98-99), p. 377, correct the spec line as follows: Brakes Std. (mm): (R) 232 Solid ~~Drum~~ Disc.

Showroom Stock

SSB

1. Toyota Celica GTS (00-05), p. 489, change the notes as follows: Ride height specifications as follows: ~~Front 193mm: Measure the distance from the ground to the center of the front side lower suspension arm mounting bolt. Rear 225mm: Measure the distance from the ground to the center of the rear side lower suspension arm suspension member side set bolt. Front spring perch: top most position. Rear spring perch: 1 inch from the bottom most thread on the strut.~~

Touring

T2

1. Mitsubishi Lancer Evo 8/9/RS/GSR/MR (03-06), p. 573 add to the notes as follows: Brake duct kit part #SBR-Brake kit 02 Evo is allowed.
2. Subaru Impreza WRX STi (03-07), p. 575, add to the notes as follows: Racecomp Brake duct kit part #RCE-CFKBK is allowed.

T3

1. Subaru Impreza WRX (02-04), p. 578, add to the notes as follows: Racecomp Brake duct kit part #RCE-CFKBK is allowed.
2. Subaru WRX TR (06-07), p. 578, add to the notes as follows: Racecomp Brake duct kit part #RCE-CFKBK is allowed.