

Dear Racers-

We are pleased to announce the completion of a project that we hope will revitalize our outdated Stock class. I created a Rules Task Force, consisting of James Clay, Billy Maher, Scott Smith, Brett Strom, and myself – a geographically diverse group of guys who are all intimately familiar with BMWs across a wide range of models, detailed technical aspects of these cars, and the industry of performance cars and parts as a whole. Over a span of several months, these individuals worked to produce a unanimously accepted outline for an updated rules set, which will more accurately reflect the entry level class in our racing, as well as provide a more level to transition between classes and build a car that more competitively races in both our race series as well as with other groups.

The following changes to the entry-level class of BMW Club Racing, to date known as Stock Class, are an attempt to represent a true current preparation level of an entry-level budget. As the Stock Class of the past did not satisfy all racers' needs, we realize that there may be some cases where these rules don't satisfy every racer, but we are trying to hit the 95% level to do the most good for the most people. We have discussed our thoughts with the majority of the 5-person 2009 Stock Class participant group and the feedback has been completely positive.

STOCK CHANGES – The following is a list of the major changes coming to the existing Stock class.

- **Name** – This is no longer a “Stock” car, although it does represent a typical entry-level expenditure with a stock appearance. We suggest the name be changed to Super Stock (SS), Limited (L), or similar.
- **Weight** – Car weights will reflect existing Prepared weights, with similar preparation. Removing weight is initially the cheapest way to go faster and typical track-prepped cars are stripped to this level. This also aid in having a fun car which is more capable in crossover classes with other organizations.
- **Engine** – Pure stock engine as currently listed with no internal modifications. Stock exhaust manifolds retained with catalysts removal allowed on newer model cars.
- **Suspension** – Allow as Prepared, including height-adjustable coilovers and camber plates. Non-remote reservoir, double adjustable dampers are already allowed and existing in Stock class.
- **Differential** – Gear changes are allowed to increase competitive ability of poorly-geared models and allow factory-based limited slip units to allow newer models without factory limited slip a non-open option.
- **Body** – No rear spoilers or front splitters unless equipped as factory standard (not dealer-installed options)

There are smaller items that have also been addressed but are generally a matter of housekeeping to ensure our rules are stable and consistent for years to come, across both new and older model BMWs.

A full revised rules section is pending and will be posted as soon as completed and approved. These new changes will come into affect for the 2011 racing season.

Sincerely,

Gary Davis

Chairman, Club Racing