

At last week's Panel meeting the following decisions were taken within the Class structure already confirmed:

Class A1: Superturismo models will not be admitted to the Championship in 2010 although the option to enter in an "invitation" category, which will not score championship points, remains available as before. No requests to admit a Superturismo model to the Championship have been received.

The Panel expressed concern about the speeds now being reached by some of the modified cars and, in particular, the speed differentials when lapping takes place. This will be closely monitored during 2010 and could result in rules being introduced to slow some cars through the use of air restrictors or other measures in 2011.

Class A2: Sequential gearboxes will not be permitted in the up to 2 litre class.

All cars in A1 and A2 must run with their lights on to warn slower cars of their approach. This is already in the regulations but will be applied more rigorously in 2010.

Class C: Front wheel drive cars will be allowed to fit the Q2 differential. Larger brakes can now be fitted on rear wheel drive cars.

Class E: The regulations will state maximum compression ratio of 10.2 to 1.
* see note at the bottom of this document.

All Class E cars other than 145 & 146 will have their minimum weight increased by 20kg to 1180kg. 145 & 146 will remain at 1160 kg. It is hoped that the extra weight specified for 156/147 etc will encourage those building new cars to install the safest possible rollcage.

All existing Class E cars will be required to attend the rolling road at least once during the season. New Class E cars must attend either before the season starts or at a minimum before the second race.

In the Sporting Regulations:

The points for fastest lap in both qualifying and races will be reduced from 2 to 1. This will remove the anomaly where a driver who finishes 2nd in a class but earns 4 fastest lap points ends that round with more points than the class winner.

In regulations 1.6.3 and 1.6.4 the word "meeting" will be changed to "round". At a double header meeting it will now be clear that each race is a separate round of the Championship.

There was a lengthy discussion on ways to strengthen the championship's approach to unacceptable standards of behaviour both on and off the track. We are looking at what extra sanctions might be possible.

* - following the panel meeting the panel have arranged for a number of engines, original and reconditioned units, to be stripped and measured by a number of preparers / engine builders. As a result of this exercise the compression ratio for Class E will be 10.2 : 1.