Recommended Items for 2019

The following are proposed rule changes made by the Club Racing Board. These items will be presented to the Board of Directors for approval at their National Convention meeting. Comments, both for and against, should be sent to the Club Racing Board via http://www.crbscca.com or www.clubracingboard.com. The CRB recommendations for implementation of these rule changes, if approved, is noted in each letter. The letter number, Fastrack month, author, and title precede each proposed rule.

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The below items were approved by the Board of Directors in their December 2018telecon.

AS

1. #25673 (January 2019 Fastrack - Drew Cattell) Cost Savings - Allow OEM 5 Lug Wheel Bearings - RP CTS-V
Thank you for your letter. Effective 1/1/19:

Add to the Notes for the Cadillac CTS-V (04-07) : *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.

2. #26011 (January 2019 Fastrack - Club Racing Board) Changes for Listed Restricted Preparation Cars
These items are the portions of 24929 and 24930 that remain approved by the BOD in their August meeting.

Add to the specification lines Notes for the Chevrolet/Ponitac Camaro and Firebird (93-97) and (98-02) Restricted Prep. Cars: *May use 9.1.6.D.1.l.1. Flywheel/Clutch.*

Add to the Notes for the Restricted Prep. Ford Mustang Cobra and GT (96-98) 4.6L V8: *May use Trick Flow Engine Kit TFS-K519-390-375. May use 9.1.6.D.1.l.1. Flywheel/Clutch and 9.1.6.D.3.a.1.*

Add to the Notes for the Restricted Prep. Ford Mustang Cobra (99-02) 4.6L V8: *May use Trick Flow Engine Kit TFS-K519-390-375. May use 9.1.6.D.1.l.1. Flywheel/Clutch and 9.1.6.D.3.a.1.*

Add to the Notes for the Restricted Prep. Ford Mustang GT (99-04) 4.6L V8*: May use Trick Flow Engine Kit TFS-K519-390-375. May use 9.1.6.D.1.l.1. Flywheel/Clutch and 9.1.6.D.3.a.1.*

Add to the Notes for the Restricted Prep. Ford Mustang Mach 1 (03-04) 4.6L V8: *May use Trick Flow Engine Kit TFS-K519-390-375. May use 9.1.6.D.1.l.1. Flywheel/Clutch and 9.1.6.D.3.a.1.*

Add to the Notes for the Restricted Prep. Ford Mustang Coupe GT (05-10) 4.6L V8: *May use Trick Flow Engine Kit TFS-K519-390-375. May use 9.1.6.D.1.l.1. Flywheel/Clutch and 9.1.6.D.3.a.1.*

FB
1. #25823 (January 2019 Fastrack - Formula/Sports Racing Committee) Discontinue F1000 as an Independent U.S. Majors Class
Effective 1/1/2020, remove GCR section 9.1.1.G in its entirety in connection with incorporation of F1000 cars into the FA class.

Table 2						
Car	**Engine**	**Wheel Width (in) ± .060**	**Aero**	**Transmission**	**Weight**	**Notes**
Formula 1000	*Motorcycle-based 4-cycle up to 1000cc*	*See notes*	*See notes*	*See notes*	*See notes*	*Car must comply with current Formula 1000 (FB) Preparation Rules, except that throttle bodies and ECUs are unrestricted*

FST
1. #25624 (January 2019 Fastrack - Robert Guhde) Rule Changes for Formula FST
Effective 1/1/19:

In GCR section 9.1.1.H.4.2, make changes as follows:
"Regional, Divisional and/or Race Series Tire Options:

1. Option 1. The spec tire manufacture*r* for Formula First shall be *the FF* Hoosier Tire. Front tires shall be ~~#43130 20.0" x 6.0" – 13" R60 or~~ R60A compound *13 inch*. Rear tires shall *also* be ~~#43302 22.5" x 7.5" – 13" R60 compound or #43307 22.5" x 7.2" x 13"~~ R60A compound *13 inch*.

~~2. Option 2. The spec tire manufacture for Formula First shall be Goodyear Tire. Front tires shall be #807-366-068-3321 20.0" x 6.0" – 13" R600 compound. Rear tires shall be #870-274-068-2015 22.5" x 7.5" – 13" R600 compound.~~

~~3~~2. Option ~~3~~2. *If a division chooses an alternate spec tire manufacturer for Formula First it* ~~The spec tire manufacture for Formula First~~ shall be *the* American Racer Tire. Front

tires shall be 20.0" x 6.0" – 13" 133 compound. Rear tires shall be # 22.5" x 7.5" – 13" 133 compound.

4*3*. Inter divisional races or special events may choose to allow more than one tire option by listing the options allowed for said event in the event supplemental regulations. *Intermediate tires are not allowed.*

3*4*. Any tires (brand, size, tread or construction) fitting the 13 x 6 rims may be used when the Chief Steward declares a rain race. *This includes the radial Formula Ford rain tire.*"

In GCR section 9.1.1.H.5.2, make changes as follows:

"Rod weight with bolt and small end bushing: Minimum 560 grams. Rod length, center to center: 5.35" to 5.45". Any *manufacturer's* piston rod may be used that meets the VW dimensional and weight specifications ~~listed~~ herein. *Competitors may use VW or Chevy bearings for rod big end and may modify rods accordingly as long as weight of 560 grams is maintained.*

Piston weight with pin*, clips, and rings*: Minimum 515 grams."

In GCR section 9.1.1.H.5.3.1, make changes as follows:

"Any 1200 or 1600 VW case or exact replica may be used. ~~(~~Aftermarket competition cases that vary in design from the original VW case are not permitted *except for the Auto Linea aluminum VW case, which must meet all other GCR/FST requirements*.~~)~~ *The engine case may be painted as long as casting stampings are visible.*"

GCR
1. #25674 (January 2019 Fastrack - GCR Committee) Control Line Language for the GCR
To be effective 1/1/2019:

Definition of Control Line:

CONTROL LINE (GCR 8.2.) A car crosses a control line when any portion of the car first intercepts the vertical plane of the control line, as observed by the officials assigned to record the passage, who may be aided by suitable automatic or semi-automatic equipment.

Add to GCR 6.10.1. and change reference from Starting Line to Start/Finish Lines
6.10.1. Starting Line for Timing and Scoring

Unless otherwise defined in the Supplemental Regulations, the start*/finish* line is the control line where timing begins*/ends* when crossed by a car. *Per 8.2, A car crosses a control line when any portion of the car first intercepts the vertical plane of the control line, as observed by the officials assigned to record the passage, who may be aided by suitable automatic or semi-automatic equipment.*

GT2
1. #26029 (January 2019 Fastrack - Club Racing Board) GT-ST Aerodynamic Change
Effective 1/1/2019, change as noted below:

APPENDIX K. 2012 STO GENERAL TECHNICAL REGULATIONS

C. Bodywork

10. Fenders and wheel openings shall remain unmodified. *OEM base model fenders may be flared to allow for tire clearance up to 2". They must maintain the OEM profile and appearance, seamlessly around the wheel arch.* It is permitted to roll under or flatten any interior lip on the wheel opening for tire clearance. Cars with plastic/composite fenders may remove any interior wheel opening lip, but the resulting material edge shall be no thinner than the basic fender material thickness. Non-metallic inner fender liners may be removed

SM
1. #24725 (January 2019 Fastrack - Ralph Provitz) Request for Extended Lower Ball Joints to Align with NASA
Thank you for your request. Effective 1/1/19:

In SM, GCR section 9.1.7.c.3.p, revise and add wording as follows:

"For camber adjustment, *only one of the following may be utilized:*
1) Inner suspension bushings, on the front upper control arms, may be replaced with non-metallic offset bushings. The bushings may use metal (inner and/or outer) sleeve(s). Material and design must be the same in all four positions. The control arm may be modified to allow for pinning the bushing to prevent rotation. Spherical bearings are not allowed.
2) Or, Extended lower ball joints, manufacturer part number BL-ELBJ, with BAUER suspension laser etching (etching MUST be visible on ball joint) may be used in place of stock front lower ball joints."

2. #25375 (January 2019 Fastrack - Jim Drago) Axle cages in SM
Thank you for your letter. Effective 1/1/19:

In SM, GCR section 9.1.7.c.2.i, revise and add wording as follows:

"~~The half-shaft CV Joints shall be an OEM or OEM equivalent part. The internal cage and bearing dimensions are unrestricted. This rule is effective until 12/31/18.~~"

"*Rear drive axle assembly consisting of constant velocity Joints (inner and outer), axle shafts, boots and all associated parts that make up a complete drive axle assembly must be an OEM part. All internal component dimensions are un-restricted but must be ferrous material.*"

In SM, GCR section 9.1.7.c, add the wording as follows:

"The use of any painting, coating, plating, or impregnating substance (e.g., anti-friction, thermal barrier, oil shedding coatings, chrome, anodizing, REM, isotropic finishing, etc.) to any internal engine surface, internal transmission, *drive axle assembly* or differential surface, internal or external surfaces of the intake manifold, exhaust manifold or downtube is prohibited."

STU

1. #25829 (January 2019 Fastrack - Super Touring Committee) STU Intake Manifolds
Effective 1/1/19:

Add:
9.1.4.1
B. Engines

3. All cars shall use the installed engine's stock air throttling device (e.g., throttle body, carburetor) and intake manifold, unless noted otherwise. *Alternate intake manifolds will be permitted on a case-by-case basis.*

2. #25830 (Super Touring Committee) 24504 Amendment

Effective 1/1/19:

Add to 9.1.4.1.A.3.b.: *The wing may be no higher than roof height.*

In 9.1.4.1.A.3.a.: Adjust weight penalty for advanced aero from ~~3%~~ to *5%.*
Change: 9.1.4. Super Touring Category Specifications

C. Bodywork…

10. ~~Fenders and wheel openings shall remain unmodified.~~ *OEM base model body fenders may be flared to allow for tire clearance up to 2" with a weight penalty of 1%. They must maintain the OEM profile and appearance, seamlessly around the wheel arch.* It is permitted to roll under or flatten any interior lip on the wheel opening for tire clearance. Cars with plastic/composite fenders may remove any interior wheel opening lip, but the resulting material edge shall be no thinner than the basic fender material thickness. Non-metallic inner fender liners may be removed

T1

1. #25500 (January 2019 Fastrack - Charlie Hayes) Request to Open Diff Choices for Mazda Mx5
Thank you for your request. Effective 1/1/19, Please make the following changes to Touring 1 classifications:

Mazda MX-5 Miata MazdaSpeed

Chassis Notes: *Alternate manufacturer OEM differential housing allowed.*

Mazda MX-5 (06-15)

Chassis Notes: *Alternate manufacturer OEM differential housing allowed.*

2. #25838 (January 2019 Fastrack - Touring Committee) T1 Spec Line Updates

Effective 1/1/19, emove the following spec lines, cars would be eligible for re-classification in Limited Prep format and considered on a case by case basis:

Acura CL
Aston Martin DB9
Aston Martin GT 4
Aston Martin vantage and N24
Audi R8
Audi S4
BMW 335ci/135i
Chevy Cobalt/Fiero/Solstice/Sky
Dodge SRT4
Dodge Viper 8000 FP
Dodge Viper 8300 FP
Dodge Viper 8400 OEM -40mm
Ferrari 355
Lotus 211/Exige/Elise
Lotus 2-Eleven GT4 Supersport
Maserati Trofeo Light
Mazda RX-7
Mazda RX-8
Mazda RX-7 20B
Mitsubishi DSM 2000 and 2400
Mitsubishi Evo/DSM
Nissan 300zx
Nissan 350/370 5600
Panoz Esperante GTS
Porsche 944
Saleen SR
Scion FR-S

T2
1. #25792 (January 2019 Fastrack - William Moore) Request for 2014 Camaro Sway Bar
Thank you for your request. Effective 1/1/19, in T2, Chevrolet Camaro SS/1LE (10-14), make changes to the Notes as follows:

"*Any swaybar up to 35mm front and rear allowed.*"

2. #25794 (January 2019 Fastrack - William Moore) Request for Camaro Rear Control/Trailing Arms
Thank you for your request. Effective 1/1/19, please make the following changes in T2:

Chevrolet Camaro SS/1LE (10-14), add to the Notes:

Lower control arms BMR TCA028 and rear trailing arms BMR TCA026.

T2-T4
1. #25680 (January 2019 Fastrack - Laurie Sheppard) Spherical Bearings/Bushings Introduced By Use of Slotted Adjuster
Please make the following changes to the Touring class rules sections (Effective 1/1/19):
Change 9.1.9.2.D.5.a.1:

5. Suspension
a. Suspension Adjustments

1. **T2-**T4: A maximum of ~~3.0~~ *3.5* degrees of negative chamber is allowed on front and rear suspensions. *Spec line part(s) may not be modified to increase caster and camber.* Strut suspensions may ~~de-camber wheels~~ *adjust camber and caster* by the use of eccentric bushings, eccentric bolts (crash bolts) at the strut-to-spindle, and/or by use of slotted ~~adjusters~~ *adjustment plates* at the top of the strut mounting plate. If upper strut slotted *adjustment* plates are used, they shall be located on existing chassis structure, utilizing the *unmodified* manufacturer's original bolt holes and may not serve as reinforcement for that structure. *Slotted adjustment plates (strut camber plates) may incorporate a single spherical bearing (spherical bushing) and a ball thrust bearing per strut tower.* On other forms of suspension, camber *and caster* adjustment may be achieved by the use of shims and/or eccentric bushings. ~~Slotted ball joints on A-arms on double wishbone cars may be used for camber adjustment only~~. Adjustable toe links *with spherical bearings* are permitted *and may serve no purpose other than adjusting toe angle*. Spherical bearings/bushings are not permitted in T2-T4 except for *the specific examples listed in the class rules or vehicle spec line*. ~~adjustable toe links that may serve no purpose other than adjusting toe angle, unless specifically permitted on the vehicle spec line.~~

2. #25752 (January 2019 Fastrack - Rob Hines) Allow Modification of Drivers Floorpan for Taller Drivers
Thank you for your request. Effective 1/1/19, please make the following change to Touring 2-4:

9.1.9.2.9.d Interior Modifications

7. The driver's side floor pan may be modified to accommodate larger/taller drivers. All modifications shall be contained between the transmission tunnel, driver's side rocker, rear bulkhead. The modification shall not extend below the factory floor stiffener/frame rail. The steel used in the modification shall be no thinner than .058". All modifications shall be welded in place. This modification shall serve no other purpose other than seating position.

3. #25976 (January 2019 Fastrack - Don Knowles) Request to Clarify That Seals and Rings are Free

Thank you for your request. Effective 1/1/19, please make the following changes to the Touring category rules:

9.7.9.2.D.1.i Other Engine Components

8. Aftermarket, OEM-equivalent piston rings and apex seals are allowed.

T3

1. #25576 (January 2019 Fastrack - Michael Pettiford) Re-Classify T2 Solstice GXP as Defined in T2 to T3

Thank you for your request. Please make the following changes in Touring 3 (effective 1/1/19):

07-09 Solstice GXP

weight: ~~3250~~ *3200*

Notes: ~~32mm~~ *35mm* TIR required. *Hahn HIC-1150 or Dejon FIC-SSA Intercooler allowed. Maximum spring rate 800 lb/inch for coil over type spring permitted. Any aftermarket 4-piston caliper allowed.*

2. #25804 (January 2019 Fastrack - David Mead) Request to Combine 99-04 Mustang GT and Mach 1 Spec Lines

Thank you for your request. Combining the spec lines is not recommended. However, effective 1/1/19, please make the following changes to T3:

Ford Mustang Mach I (03-04)

Add to Notes:

"Steeda 555-2002 rear control arms are allowed. Max spring rate of 900 lbs/in allowed front and rear. Springs may be mounted as a "coil over" configuration. Steeda front sway bar 555-1094 allowed. Energy suspension 4.3140G control arm bushings permitted."

3. #25890 (January 2019 Fastrack - Oscar Jackson) Request for S2000 Help

Effective 1/1/19, in T3, Honda S2000 (all) (00-09), make changes to wheel size and Notes as follows:

~~17 x 8.5~~ *17 x 9.0*

"Factory bolt-in roll bar may be removed to facilitate the installation of the required roll cage. Comptech differential housing part #550-040 allowed. ~~Springs and sway bars from~~ 2008 S2000 ~~CR allowed.~~ CR front fascia, rear deck lid, and wing are permitted. Spring rate ~~600~~ *750* lbs/in *F/R* maximum allowed. Updating and backdating of flywheels between engine types is prohibited. 2.2L engine ~~54mm~~ *60mm* flat plate restrictor required. *Any swaybar up to 33mm front, up to 30mm rear allowed.*"

4. #25892 (January 2019 Fastrack - Oscar Jackson) Request for 370z Spec Line Changes

Thank you for your request. Effective 1/1/19, in T3, Nissan 370Z (09-16) / 370Z NISMO Edition (09-13), add to the Notes as follows:

"*Any swaybar up to 37mm front and up to 30mm rear allowed.*"

5. #25963 (January 2019 Fastrack - David Mead) Request for Upgrades to 03-04 BMW Z4 Roadster
Thank you for your request. Effective 1/1/19, in T3, BMW Z4 3.0L (03-04), add to final drive and Notes as follows:

3.07 *or 3.46*

"*Springs to 600lb F 650lb R allowed. Swaybars up to 27mm F and up to 24mm R allowed.*"

T4
1. #25756 (January 2019 Fastrack - Club Racing Board) 2019 Recommended Changes T4
Effective 1/1/19, in T4, Mazda MX-5 / Club Model (06-15), add to the Notes as follows:

"*Allow Mazda header part number 0000-06-5407.*"

In T4, Mazda 3 (14-16), make changes to the spec line as follows:

(14-~~16~~ *18*)

Weight: "~~2800~~ *2900*"

Tire: "~~235~~ *245*"

Notes: "Any spring up to ~~650lb~~ *800lb* front and ~~900lb~~ *1000lb* rear springs may be used. Aftermarket wheels at a min. weight of 15 lbs. each. Cold air intake. Front camber plates. 25mm max rear sway bar allowed. Any year OEM Mazda 3 mirrors allowed. CorkSport rear camber arms (Part# AXM-3-318-10) permitted. Header allowed ~~at 125 lbs~~."

2. #25859 (January 2019 Fastrack - Dave Kutney) Request for Weight Reduction of Pontiac Solstice
Thank you for your letter. Effective 1/1/19, in T4, Pontiac Solstice / Saturn Sky (06-09), make weight change and add to the Notes as follows:

~~2850~~ *2800*

"*Minimum ride height is 3 inches. Springs up to 600lb (front and rear) allowed.*"

3. #25962 (January 2019 Fastrack - David Mead) Request for Changes to 2.5 BMW Z4

Thank you for your request. Effective 1/1/19, in T4, BMW Z4 2.5L (03-05), make changes to the weight and the Notes as follows:

~~3145~~ *3100*

"~~The following items must remain stock: shock/struts (including mounts) unless specified below. Alternate wheel BMW #36-11-1-095-058 16 x 7 is permitted. 50mm flat plate restrictor required.~~ *Any spring up to 600lbs F/R and any sway bar up to 30mm F and up to 25mm R allowed.*"

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The below items were approved by the Board of Directors in their January 2018 meeting.

FC
1. #22970 (January Fastrack - Randall Smart) Pinto Longevity Improvement
Thank you for your letter. The CRB recommends this be effective March 1, 2018.

The CRB is working with Quicksilver Racengines with respect to the development of a long rod and piston option for the Pinto engine as well as an alternative carburetor. The following is recommended for 2/1/2018 subject to confirmation of performance via engine dynamometer testing.

Change 9.1.1.15.f: f. Pistons shall be standard Ford Mahle, AE Hepolite, CP,~~ or~~ J&E or *Wiseco*. Pistons must be unmodified in any way except for balancing and as detailed herein.

Add 9.1.1.15.f.6.: *6. Wiseco piston P/N **TBD** with rings, pin, Crower connecting rod P/N **TBD** (with bolts), but without bearings: Minimum permitted weight = **TBD** grams.*

Change 9.1.1.15.h.: h. Full connecting rods may be standard Ford, Cosworth, Oliver, or Crower. The approved Crower part numbers are SP93230B-4 or SP93230PF-4. ~~Any rod bolts may be used. Floating piston pins may be used.~~ Standard rod length must be 5.00 inches (+.005" -.010"). *Alternative Crower connecting rod part number **TBD** is permitted. It's length must be **TBD** inches (+.005 -.010"). This rod may be used only with Wiseco piston part number **TBD** as provided above. Any rod bolts may be used. Floating piston pins may be used.* Machining is permitted to remove metal from the balancing bosses to achieve balance only. Tuftriding, Parkerizing, shot peening, shot blasting, polishing, etc., are permitted.

Change 9.1.1.15.k.: k. A single carburetor only will be used on a standard inlet manifold. The carburetor will be a Weber 32/36 DGV 26/27mm venturi, its origin being from a 1600 GT "Kent" or 2000 SOHC NE engine. The Holly 5200 32/36 *or Weber 38DGES (27mm venturis)* carburetor may *also* be used~~;~~. ~~carburetor with the~~ *S*waged fuel inlet fittings shall be replaced by drilling and tapping the carburetor body for a threaded fitting. The air cleaner may be removed and a trumpet fitted.~~, and~~ *J*ets may be changed, both throttles may open together, cold start devices and diffused bar may be removed,

internal and external antisurge pipes may be fitted, and seals on emission control carburetors may be removed. The bottom of the lower column portion of the auxiliary venturi may be machined for purposes of high speed enrichment. No other modifications are permitted. Chokes (venturi) shall remain standard and no polishing or profiling is permitted.

FF

1. #23681 (February Fastrack - Steve Bamford) Request Weight Reduction to Euro Spec Card
Change the Alternate Vehicle Allowance as follows:
Car must comply with published English FF regulations (Formula Ford 1600 – Formula Ford Championship of Great Britain: Dated 01/01/2010; Version 1) Article 3 (Bodywork & Dimensions) *except that (effective July 1, 2018) bodywork, rear spoiler(s) and any attached components except for suspension components shall not exceed a maximum width of 95cm (37.40 inches) as per 9.1.1.B.4.c*; Article 13 (Cockpit); Article 15 (Safety Structure); and Appendix A excepting Wheel width, and ground clearance *and (effective July 1, 2018) maximum width as per 9.1.1.B.4.c*. Allowed Engines: 1600cc Ford Kent or 1500cc Honda per SCCA rules. Tires, wheels, transmission, weight and all other items not specifically governed by the aforementioned English rules must comply with current SCCA FF rules. Competitors must have the English FF rules in their possession and present same upon request.

Change 9.1.1.B.20 as follows: 20. Weight A. Formula F

1. Ford Cortina Engine: 1060 lbs.

2. Ford Kent and Honda Fit Engines: 1110 lbs.

3. Cars complying with the English FF rules under the Alternative Allowance Table which exceed the maximum allowable SCCA body width of 95cm add 25lbs. *Effective July 1, 2018 all FF cars shall be required to meet the maximum allowed width as described in 9.1.1.B.4.c.; at such time this provision (3) shall become null and void.*

GCR

1. #21912 (January Fastrack - Frank Todaro) Contact Impound for Regional Racing
The CRB recommends this become effective March 1, 2018.

Add 6.11.1.E.: *E. If a driver is involved in significant body contact, the driver and car shall stop at the designated incident investigation site for review of the incident by the stewards before going to their paddock area. The designated incident investigation site shall be identified in the Supplemental Regulations and/or a written driver's meeting. "Significant body contact" includes but is not limited to: contact resulting in 2 or 4 wheels off course, spins, loss of position, or repairs to suspension or bodywork.*

2. #23575 (January Fastrack - GCR Committee) Move Specialty Licensing Requirements to the Specialty Manuals
The CRB recommends this change be effective March 1, 2018.

The Divisional Administrator Coordinators and the Executive Stewards are requesting a change in the GCR Licensing Requirement section to address the reality of the status of our ability to staff events and the number of events our worker force is attending per year. This change also allows for specific technical specialty expertise to be recognized for license and upgrade renewals without mandating the number of events that must be attended. Having the upgrade and renewal requirements listed in each of the Specialty Manuals allows flexibility of handling licenses for each of the Specialties. We may have a very proficient race official that can only attend 2-3 events per year and at the same time a weaker skills race official that attends every event a year. Basing the license level purely on attendance does not address this issue.

1.3. Licensing Requirements

A. Only SCCA members may be licensed.

B. License applications are available from Divisional Specialty Administrators, Regional Licensing Chairmen, online at the SCCA official website, and by mail from the SCCA National Office.

C. Except for the Senior License level, all Licenses are for one year, concurrent with the membership term.

~~D. Following the initial year, the renewal minimums are as follows:~~
~~1. Divisional Renewal: Six (6) days at SCCA Sanctioned events in the preceding 12 months.~~

~~2. National Renewal: Eight (8) days at SCCA Sanctioned events in the preceding 12 months.~~

~~3. Senior Renewal: Must be approved by Divisional Administrator and Executive Steward every three~~
~~(3) years.~~

D. The renewal minimums are stated in each of the Specialty Manuals for which you are licensed. ~~you are licensed for. If you do not have a copy of your Specialty Manual, Contact you Divisional Specialty Administrator for a copy.~~

E. Anyone not meeting the participation requirements for his license (upgrade or renewal) is advised to contact his Divisional Specialty Administrator, who may waive requirements.

F. Upgrading to the next level of license is dependent upon the specialty.

G. License Renewal/Upgrade Forms are mailed automatically to license holders in advance of the expiration of the current License.

3. #23577 (January Fastrack - GCR Committee) Change Split Start Procedure to Allow Gap Starts

The CRB recommends this become effective March 1, 2018

The Executive Stewards are requesting that GCR Section 5.12.3.A. and Section 6.5.5. be changed to allow either the Race Director or the Chief Steward to change the Split Start procedures slightly to allow for either use of the GCR defined split start process or what some regions use called a “gap start”. The basic difference is the GCR split start calls for two separate Green Flags. The “gap start” calls for the split groups be close to each other and there would be one continuous Green Flag shown to each group. The current GCR wording prevents a continuous Green Flag. All other requirements of the GCR Split Start Section would remain the same.

The procedure for doing both types of split starts will be laid out in the Stewards Manual.

Change the following GCR Sections:

5.12.3. Chief Steward
The Chief Steward is the executive responsible for the general conduct of the event under the GCR and the Supplemental Regulations. He has the powers and the duties set out in this Section, and he may delegate any duties to Assistant Chiefs. See Appendix D, Duties, Authorities, and Responsibilities of the Chief Steward, for specific powers of the Chief Steward.

A. Execution of the Event

The Chief Steward shall:

1. Execute the program of competitions and other activities safely by controlling drivers, their cars, the Officials, and workers from the commencement of activities until the time for protests from the last competition has expired.

2. Determine whether Officials are at their posts and report any absences to the SOM.

3. Ensure that all Officials and workers are provided with necessary information.

4. Collect all reports and other official information to determine the results.

5. Provide any information required to enable the Chairman SOM to prepare the Observer’s Report.

6. Authorize a change of driver or car.

7. Forward to the SOM any Chief Steward proposed modifications the schedule of competitions for
approval.

8. Prevent an ineligible driver from competing.
9. Modify the Split Start procedures.

6.5.5. Split Starts

A. Split starts are recommended when there is a large differential in speed or cornering ability between the classes or categories in a single race group. *The Race Director or the Chief Steward may modify the Split Start procedures.* The procedure for a split start must be explained in the Supplemental Regulations or at a Drivers' Meeting.

There is no need to change GCR Section 5.12.2. Race Director as it points to GCR Section 5.12.3. as having the same powers as the Chief Steward

4. #23586 (Club Racing Board) Change 3.7.4.C
The CRB recommends this change be effective March 1, 2018.

Change in 3.7.4.C.: ~~All Runoffs eligible classes are invited to the Runoffs.~~ *Club Racing, in consultation with the Club Racing Board, will determine and announce by January 1 the number of Runoffs-eligible classes invited to the next Runoffs consistent with the event format and venue.*

3. #22578 (February Fastrack - GCR Committee) Establish a Medical Review Board Change 2.5:

2.5. EXECUTIVE STEWARD DRIVER AND OFFICIAL REVIEW
A Divisional Executive Steward may convene a Review Committee in compliance with Section 2.6 to review a driver or official's conduct, car legality, competition record, and/or other matters, *including driver medical condition*. The Review Committee may invoke penalties as specified in Section 7, suspend or change the grade of any license, and/or return a driver to an SCCA Drivers' School. The driver or official has the right to appeal the decision of the Review Committee to the Court of Appeals, as specified in Section 8.4.

The CRB recommends this be effective 3/1/2018.

GT2
1. #23573 (February Fastrack - James Goughary) Request for Aero Spec Changes
Thank you for your letter. The CRB recommends these changes be effective March 1, 2018. Make the following changes to the GCR:

Modify 9.1.2.F.7.b.12: 12. A spoiler may be fitted to the front of the car. It shall not protrude beyond the overall outline of the car as viewed from above except as follows:

~~• GT2: a front splitter may extend up to 3 inches.~~

Modify 9.1.2.F.7.b.13: 13. A spoiler or a Club Racing specified rear wing for ~~GT2 and~~ GT3 may be fitted to the rear of the car. Note: OEM rear spoilers and wings are not permitted unless specifically listed on the vehicle's specification line. If a spoiler is used, it shall be contiguous with the bodywork and shall comply with the following:

A. Height (max): six (6.0) inches (GT~~-2 &~~ 3) or five (5.0) inches (GT-Lite) measured from the bodywork along the face of the spoiler from the point of attachment to the top of the spoiler. In the case of a spoiler with a curved top edge conforming to the shape of the bodywork (rearview), the measurement is to be made perpendicular to the tangent of the body at the point of attachment. In the case of a spoiler mounted with a vertical mounting flange on the bodywork, the measurement shall be made ignoring any slight amount of mounting flanges (see below) exposed due to the curvature of the rear bodywork at the point of attachment.

If a Club Racing specified wing is used (~~GT2 and~~ GT3 only), it shall comply with the following:

E. A single element, single plane airfoil scaled to a chord length of 10.75 inches. A maximum 0.50 inch Gurney tab is allowed at the trailing edge of the wing element. The tab must be mounted 90 degrees to the upper wing surface. No air may pass between the tab and the wing. The wing end plates must fit within a rectangle measuring 11.00 inches long by 4.00 inches tall. No portion of the wing element or tab may extend beyond the perimeter of the endplate. The endplates must be mounted parallel to the vehicle centerline, and must be perpendicular to the ground. Endplates must be flat, with no curvature or Gurney tabs.

~~- GT2: The maximum width of the entire wing assembly (wing element, endplates, Gurney tab, and mounting hardware) is 68.00 inches, but no wider than the rear body width including fender flares.~~

F. Wing mounting

~~GT2 and~~ GT3: The entire wing assembly must be mounted below the highest point of the roof or roll cage main hoop whichever is higher measured at the highest point.

~~- GT2 and~~ GT3: The trailing edge of the wing assembly must be located within an area not forward of 6” forward of the rear most bodywork and not rearward of the rearmost bodywork. The rearmost bodywork is to be measured at the vehicle centerline.

Add 9.1.2.F.7.b.16.: *16. 2018 GT2 Aerodynamics:*

1. Front Air Dam

a. A front spoiler/air dam may be added. It shall not protrude beyond the overall outline of the body when
viewed from above perpendicular to the ground, or aft of the forward most part of the front fender opening.

b. The spoiler/air dam shall be mounted to the body, and may extend no higher than four (4) inches above the horizontal centerline of the front wheel hubs. The air dam shall have no support or reinforcement extending aft of the forward most part of the front fender wheel opening.

c. The minimum ride height of the air dam is 2.0 inches.

d. Openings are permitted for the purposes of ducting air to the brakes, cooler(s), and radiator(s).

2. Undertray
a. An undertray may be added. The undertray may close out the underbody from the leading edge of the approved bodywork (including air dam) back to the centerline of the front axle.

b. The minimum ride height of the undertray is 2.0 inches.

3. Splitter

a. Definition: A horizontal, single-plane aerodynamic device attached to the lower front of the vehicle, protruding forward. It is intended to divert air and produce downforce through vertical pressure differential. A splitter shall have no vertical deviations.

b. A front splitter may be added. A maximum of 4 rods or cables may be used to support the front and/or sides of the splitter. No other material(s) may be used external to the body to support the splitter.

c. The front splitter must not extend more than 5.0 inches past the forward most surface of the original or approved bodywork as viewed from above for the entire profile of the splitter.

d. No part of the splitter shall extend laterally any further than the widest point of the outside sidewall of the front tires with the wheels pointed straight ahead.

e. The splitter may have vertical deviations, fences, etc., only if they are part of the production bodywork for street use.

f. The minimum ride height of the front splitter is 2.0 inches.

4. Rear Wing

a. The wing shall be mounted to the trunk/deck lid with 2 mounting brackets. Each mounting bracket shall attach to the wing at a point that is at least 2.0 inches inboard of endplates. The wing, and the portion of the mounting brackets located externally to the trunk/deck lid, may only be reinforced by a diagonal strut having no aerodynamic effect, and/or by affixing the external parts of the brackets to internal parts of the brackets within the trunk/cargo area. The internal parts of the brackets may protrude through the trunk/deck lid to allow the two parts of each bracket to be fastened together.

b. Rear Wing: Wings shall be a single element with a maximum chord length of 12.00 inches, including any wicker.

c. The entire wing assembly may be no wider than the widest part of the car, not including fender flares/lips and mirrors, or a maximum width of 72.0 inches, whichever is the lesser.

d. The entire rear wing assembly, including the end plates and any wicker , shall be mounted level with, or below, the peak of the roof.

e. The trailing edge of the rear wing may be mounted no further rearward than the center of the rearmost part of the approved bodywork.

f. Wing end plates must not exceed 144.0 square inches each.

5. Canards or dive planes are permitted up to 50 square inches (per canard) and two per side (max4). Side fences permitted at a maximum of 0.75" from the canard surface.

6. Flat underbody panels are permitted. Underbody panels may start 12" behind the front wheel openings. A minimum engine opening of 12" front to back and 14" side to side must remain open.

7. An underbody close-out panel(s) may be used in the area behind the rear axle. These panels shall not alter the external appearance of the car when looking from the rear and sides of the car (i.e. we want to have to lay on the ground to see them). If the production car uses underbody trim pieces, the OEM trim pieces may be removed or replaced, but any close-out panel(s) used may not visually hide any more of the mechanical components, when looking from the rear and sides of the car, than the OEM trim pieces do. The close-out panels shall not completely bridge the gap between the rear floor pan area and the rear axle centerline. On rear engine cars, any close-out panels shall not extend any further forward than the rear axle centerline. Cars with a fuel cell, engine, etc. that extend down into external visual range shall fit the close-out panel(s) around the component in such a way that it does not alter the external appearance of the car.

ST

1. #23244 (January Fastrack - Samuel Myers) Allowing the Use of Alternate Rocker Arms
The CRB recommends this change be effective March 1, 2018.

Change 9.1.4.G

6. Rocker arm, lifter, follower, pushrod, valve spring, keeper, retainer, guide, seat, and valve materials are free; Titanium is not permitted, except for retainers or OEM parts. The head and camshaft carrier may be machined to fit valve train components. *Alternate valve train components may be used. Rocker arms may be substituted, i.e. solid may convert to roller. OEM valve head diameter must be maintained.*

STU

1. #23274 (January Fastrack - Eric Thompson) OEM and LKQ Front Bumper Discontinued

Thank you for your letter. The CRB recommends this change be effective March 1, 2018.

Change
9.1.4.C Bodywork

12. The OEM front and rear fascias shall maintain the OEM crushable structure/support. The OEM crushable structure/support may be lightened as long as it is still recognizable as being the OEM crushable structure/support. The bumper shock absorbers may be removed. The OEM front and rear fascias shall be attached at the stock locations. *OEM equivalent fascias may be used, must maintain OEM shape. Replacement fascias may not be made of carbon fiber.*

T2
1. #23068 (January Fastrack - Harley Kaplan) Motor Mounts
The CRB recommends this to be effective March 1, 2018.

Due to member feedback and older parts failing that are hard to replace with new parts, recommend the following change for 2018:

Add 9.1.9.2.D.1.i.7.: *7. Fluid filled motor mounts, fluid filled transmission mounts and fluid filled differential mounts may be replaced with non spherical non-metallic mounts. Mounts that are replaced may serve no other function or provide any other performance improvement or alteration than the original purpose.*

2. #23353 (January Fastrack - Joe Aquilante) Increase Front Wheel Size for 2016/2017 Camaro SS
Thank you for your letter. The CRB recommends this be effective March 1, 2018.
Change the specification line:

Chevrolet Camaro, 1LE (2016-)
Wheels: ~~18x10 (F) 18 x11 (R)~~ *18 x 11*

T2-T4
1. #23190 (January Fastrack - Raymond Blethen) Fix Car Classifications Rules to match what CRB is doing
Thank you for your letter. The CRB recommends this be effective March 1, 2018.

Clarify T2-T4 car classification:
E. Car Classification

~~These classifications shall be reviewed on an annual basis, and shall be effective as of January 1. Once these classifications have been officially published, no changes or additions shall be made after March 1 of the calendar year.~~ *These classifications shall be reviewed on an annual basis, and shall be effective as of January 1. Once these classifications have been officially published, models and or specified OEM parts not available to the public or valid SCCA club members by March 1 of the calendar year will not be classified for competition until the following calendar year.*

2. #23254 (January Fastrack - Touring Committee) 2018 Rule Recommendation Rear Toe Links
Thank you for your letter. The CRB recommends this be effective March 1, 2018.

Add to 9.1.9.2.D.5.a.1:

1. T2-T4: A maximum of 3.0 degrees of negative chamber is allowed on front and rear suspensions. Strut suspensions may de-camber wheels by the use of eccentric bushings, eccentric bolts (crash bolts) at the strut-to-spindle, and/or by use of slotted adjusters at the top of the strut mounting plate. If upper strut slotted plates are used, they shall be located on existing chassis structure, utilizing the manufacturer's original bolt holes and may not serve as reinforcement for that structure. On other forms of suspension, camber adjustment maybe achieved by the use of shims and/or eccentric bushings. Slotted ball joints on A-arms on double wishbone cars may be used for camber adjustment only. *Adjustable toe links are permitted. Spherical bearings/bushings are not permitted in T2-T4 except for adjustable toe links that may serve no purpose other than adjusting toe angle, unless specifically permitted on the vehicle spec line.*

3. #23536 (January Fastrack - Touring Committee) Clean Up Air Conditioner Section
Thank you for your letter. The CRB recommends this be effective March 1, 2018.

Change 9.1.9.2.D.3.b.1: 1.The factory and/or aftermarket air conditioning system may be removed~~., provided that at least the following items associated with the system are also removed: compressor, condenser, H.D. springs/sway bars, H.D. shocks, larger tires, engine and transmission coolers and cooling fans. All duct work, wiring, Freon lines, valves, evaporators, dryers, and dash controls may remain. If the air conditioning compressor is an integral part of the drive system,~~ *The compressor may be retained and disabled or may be replaced with an idler pulley that serves no other purpose.*

4. #23537 (January Fastrack - Touring Committee) Clean Up Gauges in Touring
Thank you for your letter. The CRB recommends this be effective March 1, 2018.

Change 9.1.9.2.D.9.c.1 1. ~~Water temperature, oil temperature, oil pressure, and boost/vacuum gauges are permitted and shall be securely mounted,~~ *Add-on gauges are permitted* and shall perform no other function other than their primary use or data collection.

5. #23538 (January Fastrack - Touring Committee) Add NACA Duct Language to T2-T4
Thank you for your letter. The CRB recommends this be effective March 1, 2018.

Add 9.1.9.D.9.a.2,b: *b. Both front windows, driver and passenger, shall be down (preferably removed) whenever the vehicle is on track. The OEM window opening on the front doors shall not be filled in with any material, other than the material required to mount a NACA-duct for driver cooling. If used, the NACA-duct shall be mounted in the front, lower, corner of the window opening. The area closed off to mount the NACA-duct shall not exceed 50 square-inches. In rain conditions, a quarter window larger than 50*

square-inches may be used in the area normally used to mount the permitted NACA-duct, in an attempt to minimize the amount of water entering the cockpit. Enough open area for the driver to exit in an emergency shall remain open at all times.

Recommended Item for 2019

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.

FV
1. #22456 (October 2017 Fastrack - Formula/Sports Racing Committee) Disc Brakes in FV - Member Survey
At the recommendation of the FV Ad Hoc committee, the CRB recommends the option of disc brakes in FV.

Add the following:

9.1.1.4.D. Front and/or rear brake drums and backing plate assemblies may be replaced with a disc brake conversion assembly as an option. The front spindle/steering knuckle, rear axle, axle tube, bearing housing and bearing retainer/seal assembly must remain per GCR part 9.1.1. A spacer plate or a portion of the rear caliper support may be fitted beneath the bearing retainer to replace the backing plate dimension. Any ferrous alloy, unvented rotor may be used, but must have a maximum diameter of 11.75 in. and a minimum thickness of 0.20 in. The otherwise smooth rotor may have a maximum of three pad cleaning grooves per side. Any ferrous or aluminum alloy caliper and caliper support may be used. The caliper must have no more than four pistons and weigh a minimum of 1.65 lbs. Brake pads are free. Any hub assembly may be used as long as it can be fitted with part 9.1.1. wheels.

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GCR
1. #23751 (April Fastrack - Tom Lamb) Request Changes to 9.3.47. TOWING EYES

Note: The CRB is withdrawing this letter because of member input.

Change 9.3.47: 9.3.47. TOWING EYES

All cars without an exposed roll bar shall have a towing eye or strap, front and rear that does not ~~dangerously~~ protrude *beyond the bodywork outline when viewed from above* ~~when the car is racing~~, to be used for flat towing or hauling the vehicle. A removable towing eye carried inside the car is not acceptable, except in formula cars and Sports Racing cars. These towing eyes or straps shall be easily accessible without removal or manipulation of bodywork or other panels. Towing eye minimum ID 2 inches.

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The below items were approved by the Board of Directors in their August 2018 meeting.

B-Spec

1. #22599 (April Fastrack - Charles Davis) Alternate Radiators and Allow Removal of Front Sway Bar

Thank you for your letter. The Advisory Committee is not aware of any specific need for alternate radiators in any B Spec car.

Add to section 9.1.10.E36 the following:

36. Suspension: competitors may use the OEM suspension, any part of the manufacturer upgraded suspension kit or the B14 Bilstein shock and strut kit with no modifications except as required for mounting.

Adaptors for mounting are permitted for the B14 kit, and these mounting adaptors must be submitted

for approval by the CRB. Any spring up to a maximum spring rate of 500 pounds may be used.

Competitors must use the OEM bump stops or the bump stops provided in the manufactures kit.

Adjustable sway bar end links may be used on all cars. Front sway bars may be disconnected *and removed.*

F5

1. #23870 (April Fastrack - Will Lahee) Request Wing/Spoiler Rule Clarification

Thank you for your letter. Add to 9.1.1.D.9.h.: h. Wings are prohibited. *A single rear spoiler that may be capable of adjustment is permitted. Cockpit adjustment is not permitted. This spoiler shall be no wider than the surface to which it is attached, and there shall be no gap between the spoiler and the body surface to which it is attached.*

2. #23881 (April Fastrack - Eric McRee) Request Change to F500 to Allow Aluminum Rear Axles

Thank you for your request. Add to 9.1.1.D.3.B.: B. Rear driving axle shall be of solid or tubular steel *or 7075-T6 aluminum.*

3. #24841 (August Fastrack - John McFarland) Request for Overbore Piston Sizes

Add the following to GCR Section 9.1.1.D.14:

I. Forged pistons

Only the following forged replacement pistons are permitted:

1. Kawasaki: Wiseco # 2084M06800

Rotax 494: Wiseco # 2381M06950; *Wiseco # 2381M07000 (0.50mm overbore)*

Rotax 493: Wiseco # 2436M06950; *Wiseco # 2436M07000 (0.50mm overbore)*

Rotax 593: Wiseco # 2411M07600

2. Rotax 593 (standard bore): Wiseco # 2411M07600
3. Rotax 593 (0.010" overbore): Rotax P/N 420889171

J. Overbore pistons
"OEM Type" cast replacement pistons as allowed in 9.1.1.D.14.H. are permitted as acceptable substitutes for those listed below. Engines may be overbored as specified by Rotax to allow fitting of specified piston.

1. Rotax 493 engine only: Rotax OEM 0.010" overbore piston (P/N 420888446)*; ProX # 01.5400.050 (0.50mm overbore).*

2. Rotax 494 engine only: Rotax OEM 0.010" overbore piston (P/N 420887556)*; ProX # 01.5598.050 (0.50mm overbore).*

3. Rotax 593 engine only: Rotax OEM 0.010" overbore piston (P/N 420889171).

FC
1. #22958 (March Fastrack - Robert Wright) Sequential Gearbox in FC/FF
In GCR section 9.1.1.B.17, make changes as follows:

Transmission
Any transmission may be used with not more than four (4) forward gears and an operational reverse gear. The change gear ratios are unrestricted.
a. The use of an automatic ~~and/or sequentially shifted~~ gearbox is prohibited.

b. Electronic and/or electro-mechanical assisted gear change mechanisms are prohibited.

c. Flat-shift, throttle blip/cut out or any other type of "shift assist" whether electronic or mechanical is prohibited.

d. Paddle shift is prohibited.

e. Shifting shall be through a mechanical linkage only and shall have no electronic sensors attached or configured for any purpose.

~~c.~~ *f.* Gearboxes with shafts that are transverse to the longitudinal axis of the chassis are not allowed. The
sole exceptions are the gearbox final drive (crownwheel) shaft axis and final drive shafts (half shafts).

~~d.~~ g. All change gears must be located in the case aft of the final drive.

In GCR section 9.1.1.B.20.A. and B., make changes as follows:

Weight

A. Formula F

1. Ford Cortina Engine: 1060 lbs.

2. Ford Kent and Honda Fit Engines: 1110 lbs.

3. Cars complying with the English FF rules under the Alternative Allowance Table which exceed the maximum allowable SCCA body width of 95 cm add 25 lbs. *Effective July 1, 2018 all FF cars shall be required to meet the maximum allowed width as described in 9.1.1.B.4.c; at such time this provision (3) shall become null and void.*

4. Cars running with a sequentially shifted gear box shall add 25 lbs. to minimum weight.

B. Formula Continental

1. Pinto Engine: 1200 lbs.

2. Pinto with aluminum cylinder head: 1200 lbs.

3. Zetec Engine: 1200 lbs.

4. Cars running with a sequentially shifted gear box shall add 25 lbs. to minimum weight.

FV
1. #24663 (July Fastrack - Formula/Sports Racing Committee) Disc Brake Minimum Weight
The CRB recommends a minimum weight of 16.5 lbs for the disc brake assembly in FV for 2019.

In letter #22546 (Recommended Rule Changes 2018) add to the 9.1.1.4.D paragraph:

9.1.1.4.D. Front and/or rear brake drums and backing plate assemblies may be replaced with a disc brake conversion assembly as an option. The front spindle/steering knuckle, rear axle, axle tube, bearing housing and bearing retainer/seal assembly must remain per GCR part 9.1.1. A spacer plate or a portion of the rear caliper support may be fitted beneath the bearing retainer to replace the backing plate dimension. Any ferrous alloy, unvented rotor may be used, but must have a maximum diameter of 11.75 in. and a minimum thickness of 0.20 in. The otherwise smooth rotor may have a maximum of three pad cleaning grooves per side. Any ferrous or aluminum alloy caliper and caliper support may be used. The caliper must have no more than four pistons and weigh a minimum of 1.65 lbs. Brake pads are free. Any hub assembly may be used as long as it can be fitted with part 9.1.1. wheels. *The required minimum weight for the complete disc brake assembly is 16.5 lbs. Assembly includes the following: hub assembly - rotor hat, disc, any hat-to-disc mounting hardware (the disc may be in two pieces) - calipers - bearings (for the front) - pads - caliper bracket - assembly hardware (not including the brake assembly to spindle hardware (front) or brake assembly to axle housing (rear) - lugs or studs with nuts.*

P1

1. #23702 (March Fastrack - Formula/Sports Racing Committee) Remove Unused Line From P1 Engine Table

The supercharged engine option has existed in the sports racing classes since the CSR and DSR days, and the CRB and FSRAC know of no competitor seriously attempting to develop a supercharged engine in P1 or any competitor having previously run one in CSR or DSR. The P1 engine table has sufficient engine options for a development class at this time. If a competitor wishes to run a supercharged engine in the future, the P1 rules include a provision for requesting an engine option not currently approved. Any proposed engine option submitted on this path can be properly classed in the engine table using the SCCA Power Factor.

2. #23963 (April Fastrack - Formula/Sports Racing Committee) Revise P1 Bodywork Rules To Allow Modern Sports Prototype Designs

The P1 bodywork rules should be updated to permit the aerodynamic designs found on modern sports prototypes such as Group CN cars, while continuing to preserve the appearance of sports prototypes by prohibiting the use of cycle fenders on converted open wheel cars.
In GCR Section 9.1.8.C.C., make the following changes:

2. The bodywork as viewed from the side and above shall cover all mechanical components *including suspension* except that the intake, exhaust, tow hooks, jack points, and radiators may be exposed. As viewed from the side, the bodywork shall extend over the full width of the tires for at least one-third (1/3) of their circumference. Ventilation slots are permitted. The tires shall not be seen as viewed from above except through ventilation slots (louvers) provided that the fore/aft opening through which the tire may be seen does not exceed 3/16 inches when viewed from above, rear tires may be exposed as viewed from the rear. Cycle-type fenders (which ~~only~~ cover *only* the tire and are not continuous with the rest of the body) are prohibited. Fenders shall be firmly attached to the bodywork ~~with no gap between body and fender~~.

4. Width: The maximum width shall not exceed 221cm (87 inches) including all aerodynamic devices. However, no portion shall extend more than 10cm (3.9 inches) beyond a plane tangent to the outer face of the front and rear wheels with tires. The minimum body width between the front and rear wheels *as viewed from above* ~~shall not~~ *may* extend inwards beyond a vertical plane connecting the centerlines of the front and rear tires *for a distance of up to 20% of the length of the wheelbase*.

P2

1. #23919 (July Fastrack - Jeff Shafer) Opposes P2 Assisted Shifting
In GCR section 9.1.8.D.J.4, clarify as follows:

Shift operation: all gear changes must be initiated and completed by the driver. Only mechanical gear shifting mechanisms are allowed except as ~~allowed~~ *permitted* by Table 1 Spec Line Cars. This may include cables, rods, or other mechanical linkage systems. Assisted shifting of any kind is not allowed on any car except as allowed by Table 1 Spec Line Cars. Any other assisted shifting mechanisms are specifically not allowed.

This prohibition is intended to eliminate the use of electric solenoid shifters, air-shifters and other devices not mechanically actuated and controlled completely by the driver. Devices that allow pre-selected gear changes *and closed-loop systems that use feedback from sensors to vary the timing of the gear selection process* are also prohibited.

Devices that interact with the throttle, ignition, or fuel system during a shift operation (for example: ignitions cuts, flat shifters, blippers) are permitted~~;~~*,* ~~and~~ *but* no such devices shall remove the driver's control of the gear change initiation, gear selection or completion. *The burden of proving that a device is in compliance with this rule shall be upon the competitor.*

GT General

1. #24539 (July Fastrack - Grand Touring Committee) Brake Cooling Fans
Add to 9.1.2.F.7.j.3.: 3. Backing plates/dirt shields may be ventilated or removed. Brake air ducts may be fitted within the provisions of these rules. *One brake duct fan per corner may be added.*

GT3

1. #24697 (July Fastrack - Grand Touring Committee) GT3 Turbo introduction into class
The CRB is proposing the addition of turbochargers to the GT3 class for 2019. The GT3 turbo engines have specification lines in two different configurations. They are as follows:

Insert 9.1.2.F.7.h. (below g. Engine, Rotary Piston, then re-number h. Cooling Systems to i. Cooling Systems and similarly below Cooling Systems):

h. Engines, GT3 Turbocharged Built:
1. Engines up to 4 cylinders and 1800 cubic centimeters factory displacement are permitted with a single turbocharger. Engines may be prepared in accordance with 9.1.2.f.
2. Turbo inlet restrictors designed per GCR Appendix F Technical Glossary definition of "Turbo Inlet Restrictor" may be required; see GT3 Turbocharged Built Engines Table.. Swapping of turbochargers between engine makes and models is prohibited.
3. All cars shall use the installed engine's stock air throttling device (e.g., throttle body, carburetor) and intake manifold, unless noted otherwise.
4. Compression ratio on spark-ignition engines is limited to 15.0:1.
5. Dry sump systems are permitted. The oil tank shall be located within the bodywork.
6. Factory turbocharged engines must run the stock turbo or any turbo from the following list:
- KKK/Borg-Warner K04
- IHI VF30, VF39, or VF48
-Garrett GT2554R, p/n 471171-3

i. Engines, GT3 Turbocharged OEM:
1. Engines up to 4 cylinders and 2000 cubic centimeters factory displacement are permitted. Engines must remain in their OEM configuration.

2. Turbo inlet restrictors designed per GCR Appendix F Technical Glossary definition of "Turbo Inlet Restrictor" may be required; see GT3 Turbocharged OEM Engine table.
3. Dry sump systems are permitted. The oil tank shall be located within the bodywork.

GT3 Turbocharged Built Engines:

Engine Displacement	Valves / Cyl.	Restrictor	Weight (lbs)	Notes
<1400 cc	4	33 mm	2100	
1401-1800 cc	4	34 mm	2250	

GT3 Turbocharged OEM Engines:

GTL
1. #24642 (August Fastrack - Kyle Disque) Request to Remove
Thank you for your letter. Remove 9.1.2.F.7.i.7.

ITA
1. #20142 (August Fastrack - Robert McManus) Floor Pan Modification
Thank you for your request. Add to the Notes on spec lines for the ITA and ITS (1990-2005): *Spec Miata floor pan modifications allowed.*

ITS
1. #20167 (July Fastrack - Charles Baader) Allowance to Modify Interior for Driver Comfort and Safety.
Thank you for your request.

Add 9.1.3.D.9.o.:

o. Floor pans and transmission tunnels may be modified to aid in positioning the driver's seat for improved driver comfort and access to controls. The seat mounts may extend no lower than the lowest part of the stock floor pan in the modified area, and no other components of the car may be modified to accommodate this allowance. Modifications may extend no further than 6 inches from the perimeter of the installed seat in any direction. Any resulting holes shall be closed with sheet metal no thinner than stock. This rule is intended to improve driver comfort while sitting no lower than the stock floor, such as notching the tunnel to floor radius to allow the seat to be centered to the steering wheel, and NOT as an allowance for dropped, smoothed, or replaced floor boards other than as needed to accommodate the seat mounting as described.

SM

1. #22904 (March Fastrack - John Adamczyk) Request for Revision of GCR Rule: 9.1.7. Spec Miata Bump Stops
Effective 1/1/19, in GCR section 9.1.7.C.3.b, make the following changes:

"All cars ~~may~~ *shall* use the Fat Cat Motorsports *Spec Miata shock mount/*bump stop kit (p/n FCM-MT-KIT-SM) *unmodified and in its entirety* ~~or the unmodified Mazdaspeed bump stop (p/n 0000-04-5993AW~~) in conjunction with the 1999 - ~~up~~2005 stock upper *shock* mount *hats* ~~assembly consisting of the upper mount~~ (p/n: NC10-28-340C)~~, the upper mount bushing(p/n: NC10-28-776) and the upper mount washer (p/n: NC10-28-774), and shock body spacer over the shock shaft (p/n 1234-56-789-AW)~~. All other OEM upper mounting hardware shall be discarded. ~~Non-OEM equivalents may be used in place of the upper mount, upper mount bushing,and upper mount washer only.~~ No other modifications are allowed."

STU
1. #24500 (July Fastrack - Eric Heinrich) Request Wheel Clarification
In STU, GCR section 9.1.4.1.F.1, make changes to the wheel sizes as follows:

Wheels may not exceed ~~17~~ *18* inches in diameter and 8.0 inches in width *for vehicles under 2950 lbs base weight. Vehicles over 2950 base weight may use a 9 inch wide wheel.*

T2
1. #23739 (April Fastrack - Touring Committee) Touring 2 Allow Solid Bushings for Rear Suspension Cradle
Add 9.1.9.2.D.5.c.2.: *2.All T2 cars are allowed to replace OEM rear suspension cradle bushings with an alternate material. The bushing can serve no purpose other than its original intent.*

2. #23804 (April Fastrack - David Hale) Request Specification Line Adjustments
Thank you for your letter. In T2, change the Notes for the 2006-08 BMW Z4M

Factory paddle shifter is permitted. Sway bars permitted. FLMSE46M3T2KIT. Headers allowed. Spring rates up to 1000 lb max. May locate rear spring on shock. AFE 54-115821,Brembo 3K2.8006A F, 2P2.8002A R, OR Alcon 802161106 F, R98B03-01F7DZ R permitted.~~BMW cold air intake part #8299520 and #8299525 with ducting are permitted.~~ *Evolve cold air kit #E46M3CSL permitted. M3 front lower control arm #31122229453 left, M3 front lower control arm #31122229454 right, May ream upright for installation of larger joint, Alternative rear lower control arm #TSU9940B77.*

3. #23831 (June Fastrack - Stephen Tise) Request Removal of Mustang Heater Core
Change 9.1.9.2.D.3.b.1.
From:

~~b. Air Conditioners:~~

~~1. The factory and/or aftermarket air conditioning system may be removed. The compressor maybe retained and disabled or may be replaced with an idler pulley that serves no other purpose.~~

To:

b. ~~Air Conditioners~~ *HVAC*:

1. The factory and/or aftermarket air conditioning *and heating* system may be removed, provided that at least the following items associated with the system are also removed: compressor, condenser. All duct work, *vents,* wiring, Freon lines, valves, evaporators, dryers, and dash controls may remain. If the air conditioning compressor is an integral part of the drive system, the compressor may be retained and disabled or replaced with an idler pulley that serves no other purpose.

T2-T4
1. #24106 (May Fastrack - Touring Committee) OE Piston
Make the changes below to 9.1.9.2.D.e Block

1. *Any o*~~O~~verbore up to .020" permitted T2-T4~~, .010" maximum overbore~~ with +~~2~~*3*0 lb. penalty. Oversize OEM *equivalent* pistons are required. This allowance does not apply to any car adhering to spec rules.

T3
1. #23941 (May Fastrack - Scotty B White) Request ECO-Boost Brakes
Thank you for your request. Change/Add to the Notes for the Ford Mustang ECO-Boost (2015+)

36mm TIR required. Rear spring relocated to shock allowed. 800lbs springs (F/R) allowed. ~~Track package~~ *EcoBoost Performance Package* allowed *in part or complete*. Optional: 6 speed automatic transmission (with paddle shifters). Speed Factory Intercooler, part # SF-55-002 permitted. BMR rear upper control arm camber links part #UTCA064 permitted. *Non-EcoBoost Performance Pack base model 320mm front brakes, 2 piston front calipers allowed (-50lbs).*

****
Per the December 2018 Board of Directors meeting, the below letters are being returned to the American Sedan Advisory Committee for review in 2019. Additionally, letters 24929 and 24930 (approved by the BOD in August 2018) are being rescinded and returned to the ASAC for review in 2019. The clutch and flywheel portions of 24929 and 24930 will be in a new letter as a REC for 2019.

AS
1. #25249 (October Fastrack - Club Racing Board) Update for Letters #24929 and #24930
Add to the Notes for the 93-97 Restricted Prep. Camaro/Firebird 5.7L V8 after wording in letter #24929: *May use gears 1-4 or 2-5 of OEM gear ratios listed in this specification*

line to build a 4 speed Full Preparation Transmission. May use gears 1-5 OEM gear ratios listed in this specification line to build a 5 speed Full Preparation Transmission.

Add to the Notes for the 98-02 Restricted Prep. Camaro/Firebird 5.7L V8 after wording in letter #24929: *May use gears 1-4 or 2-5 of OEM gear ratios listed in this specification line to build a 4 speed Full Preparation Transmission. May use gears 1-5 OEM gear ratios listed in this specification line to build a 5 speed Full Preparation Transmission.*

NOTE: The ASAC and RRB will look at possible changes to the FP transmissions following these changes to the RP rules.

2. #25249 (November Fastrack - Club Racing Board) E/O for Letters 24929 and 24930, Approved by the BOD 8/2018
Add to the Notes for the 93-97 Restricted Prep. Camaro/Firebird 5.7L V8 after wording in letter #24929: *May use gears 1-4 or 2-5 of OEM gear ratios listed in this specification line to build a 4 speed Full Preparation Transmission with a 50 lb weight adder. May use gears 1-5 OEM gear ratios listed in this specification line to build a 5 speed Full Preparation Transmission with a 50 lb weight adder.*

Add to the Notes for the 98-02 Restricted Prep. Camaro/Firebird 5.7L V8 after wording in letter #24929: *May use gears 1-4 or 2-5 of OEM gear ratios listed in this specification line to build a 4 speed Full Preparation Transmission with a 50 lb. weight adder. May use gears 1-5 OEM gear ratios listed in this specification line to build a 5 speed Full Preparation Transmission with a 50 lb weight adder.*

Add to the Notes for the 03-04 Restricted Prep. Mustang Mach 1 4.6L V8 after wording in letter #24930*: May use gears 1-4 or 2-5 of OEM gear ratios listed in this specification line to build a 4 speed Full Preparation Transmission with a 50 lb weight adder. May use gears 1-5 OEM gear ratios listed in this specification line to build a 5 speed Full Preparation Transmission with a 50 lb weight adder.*

3. #25274 (November Fastrack - Club Racing Board) Additional Transmission Gear Ratio Sets for FP Cars
The Club Racing Board recommends the below ratio gear sets for all Full Preparation cars. Add 9.1.6.D.3.a.1.f:

f. All FP cars may use any of the below gear ratios (along with sample vendor in parentheses) with a 50 lb weight adder:

2.42, 1.53, 1.23, 1.00, .63 (T5);
2.87, 1.89, 1.28, 1.00, .82 (Tremec)
2.64, 1.60, 1.23, 1.00 (T10 X ratio set)
2.57, 1.61, 1.26, 1.00 (Auto Gear)
2.66, 1.78, 1.3, 1.00, .73 (General)

From the August 2018 BOD meeting:

AS

1. #24929 (August Fastrack - American Sedan Committee) Changes for RP 93-97 and 98-02 Camaro/Firebird
Add to the specification lines Notes for the Chevrolet/Ponitac Camaro and Firebird (93-97) and (98-02) Restricted Prep. Cars:

May use 9.1.6.D.1.l.1. Flywheel/Clutch and 9.1.6.D.3.a.1. Transmission, Full preparation cars only.

2. #24930 (August Fastrack - American Sedan Committee) Changes for All RP Ford Mustang 4.6L
Add to the Notes for the Restricted Prep. Ford Mustang Cobra and GT (96-98) 4.6L V8:*May use Trick Flow Engine Kit TFS-K519-390-375. May use 9.1.6.D.1.l.1. Flywheel/Clutch and 9.1.6.D.3.a.1. Transmission, Full preparation cars only.*

Add to the Notes for the Restricted Prep. Ford Mustang Cobra (99-02) 4.6L V8:*May use Trick Flow Engine Kit TFS-K519-390-375. May use 9.1.6.D.1.l.1. Flywheel/Clutch and 9.1.6.D.3.a.1. Transmission, Full preparation cars only.*

Add to the Notes for the Restricted Prep. Ford Mustang GT (99-04) 4.6L V8: *May use Trick Flow Engine Kit TFS-K519-390-375. May use 9.1.6.D.1.l.1. Flywheel/Clutch and 9.1.6.D.3.a.1. Transmission, Full preparation cars only.*

Add to the Notes for the Restricted Prep. Ford Mustang Mach 1 (03-04) 4.6L V8: *May use Trick Flow Engine Kit TFS-K519-390-375. May use 9.1.6.D.1.l.1. Flywheel/Clutch and 9.1.6.D.3.a.1. Transmission, Full preparation cars only.*

Add to the Notes for the Restricted Prep. Ford Mustang Coupe GT (05-10) 4.6L V8: *May use Trick Flow Engine Kit TFS-K519-390-375. May use 9.1.6.D.1.l.1. Flywheel/Clutch and 9.1.6.D.3.a.1. Transmission, Full preparation cars only.*

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The below items were approved in the December 2018 Board of Directors meeting.

FV
1. #24664 (October Fastrack - Formula/Sports Racing Committee) FV Intake Manifold Clarification
In GCR section 9.1.1.C.20, make the following changes:

20. US imported VW Type 1, 1200 sedan manifold must be used. The manifold heat riser tube and heat sink shall be removed. Removal of metal from the interior of the intake manifold and the interior rust-proofed is permitted provided that the following dimensions are not exceeded.
See Figures 1 and 2 at the end of this subsection for application of certain measurements specified herein.

a. Down ~~T~~*t*ube: The O.D. of the down tube shall be measured at two different locations within an area between 0.500" and 2.00*0*" above the horizontal manifold tube. Each measurement shall be taken four times rotating around the circumference of the

tube *starting at an arbitrary 0 degree location followed by additional measurements at approximately 45, 90, and 135 degrees relative to the 0 degree position (the two measurement locations do not have to be started at exactly the same rotational position)*, and averaged.

The averaged O.D. of the down tube shall not exceed 1.140*"* ~~inches~~. Removing material from the outside of the manifold to achieve the legal dimension is not permitted. Removal of the manifold down tube from the horizontal tube is prohibited. The original factory furnace bronze attaching process and original factory bronze repair material MAY be visible, inside and outside the manifold.

b. Horizontal tube: The O.D. of the horizontal tube shall be measured at four different locations on each side of the down tube. The area to be measured on each side of the down tube is defined as being between ~~the bend and a point that is~~ 1.500" *and 8.000"* from the center of the down tube connection *on the short side, and between 1.500" and 8.500" from the center of the down tube connection on the long side*. Each measurement will be taken four (4) times~~, rotating around the circumference of the tube~~ *at each location, starting at an arbitrary 0 degree location followed by additional measurements at approximately 45, 90, and 135 degrees relative to the 0 degree position (the four measurement locations do not have to be started at exactly the same rotational position)*, and averaged. The averaged horizontal tube dimensions shall not exceed 0.994*"* ~~inches~~. Removing material from the outside of the manifold to achieve the legal dimension is not permitted.

The tubes making up the manifold must also meet the following requirements:

1. The minimum bend-to-bend distance is 17.75*"*. ~~inches~~ (Bend-to-bend distance is the distance between points along the horizontal tube where the *0*.994*"*~~inch~~ O.D., as described above, is first exceeded.)

2. At no point in the bends of the horizontal tube may the average O.D. exceed 1.070*"* ~~inches~~. Measurements will be taken four (4) times *at each location* rotating around the circumference of the tube *starting at an arbitrary 0 degree location followed by additional measurements at approximately 45, 90, and 135 degrees relative to the 0 degree position,* and averaged.

3. The maximum carburetor flange height is 9.25" ~~inches~~ (measured from the intake cylinder head sealing surface to the centerline of the top of the carburetor flange*)*.

4. The maximum deviation from straight along the 17.75*"* ~~inch~~ bend-to-bend section of the horizontal tube is 0.25*"* ~~inches~~.

GCR

1. #24951 (September Fastrack - SCCA Staff) Request to Look at Wording in 9.1.C.1
In GCR section 9.1.C.1, change the wording as follows:

Organizers may develop classes of cars to accommodate local demand and interest.~~, provided~~

~~the p~~Preparation rules must meet the General Technical Specifications. When charges are made in the local classes, and are ~~reviewed annually and~~ approved by the Road Racing Department, ~~before the first event of the calendar year in which the local class(es) will compete. It~~ it is the organizer's option to Include these classes in events defined in 3.1.2.

2. #25080 (November Fastrack - SCCA Staff) Clarify Wording in GCR 3.5.1. Waivers

Change 3.5.1:
3.5.1. Waivers All participants must be properly credentialed for the event. Each adult participant must also either sign the SCCA waiver at the event or have an SCCA annual waiver on file at the National Office and present his hard card it at registration. Each minor participant must also have the event minor waiver signed by one or both parents. *If the minor, between the ages of 14-18 years old, requires hazardous area credentials they must* ~~or~~ have an executed annual minor waiver on file at the National Office and present his hard card at registration.
2. #25166 (Glen Thielke) Race Data Technician
Make changes to 5.11.5:

5.11.5. Race Data Technicians
This program is to assist the Club Racing Board in performance balancing. If selected, drivers' participation is not optional and is not protestable. The data collected will not be used for compliance purposes. All cars carrying an SCCA data collection device shall report to impound immediately after their sessions.

Data Technicians are ~~optional~~ Officials whose duties include:

A. Being responsible for placing, operating and removing SCCA supplied data boxes on cars at all Club races.

B. Analysis of data retrieved from all sources, including dyno runs, at-race data boxes and data provided
by individual racers.

C. Prepare reports to the applicable Advisory Committees, and to the CRB, with recommendations for competition adjustments.

D. Data Technicians will be required:

1. To keep all information collected and analysis completed confidential and not share the information outside of other licensed Data Technician, Road Racing Board, respective committees and SCCA National Staff.

2. Not use the information for any purpose other than the performance of duties as a Data Technician on behalf of the SCCA.

Change/Add to 9.3.16 DATA COLLECTION DEVICES

Data collection devices are considered to be instrumentation and are therefore allowed in all classes that permit the installation, replacement or addition of gauges, indicators or instruments.

A. Driver Data Collection - Data collection devices are considered to be instrumentation and are therefore allowed in all classes that permit the installation, replacement or addition of gauges, indicators or instruments.

B. Official Data Collection - The Club Racing Board uses SCCA data acquisition devices to assist in performance balancing. Race Data Technicians assist in placing the SCCA data acquisition devices at events. If selected, drivers' participation is not optional and is not protestable. The data collected will not be used for compliance purposes. All cars carrying an SCCA data collection device shall report to impound immediately after their sessions.

GT General

1. #25472 (November Fastrack - Club Racing Board) Rules for GTX Class for 2019

9.1.2.H GTX Category Specifications:
A. Purpose and Philosophy
The intent of the GTX category is to allow competition of production-based vehicles that compete in professional road racing series in the United States.

The GTX class will have annual balance of performance (BOP) changes. Weights may be adjusted or cars may be subject to changes in intake restrictors to meet periodic professional series changes. Cars may be required to carry data acquisition equipment for review of performance.

B. Eligibility
Vehicles meeting one of the following criteria may compete in the GTX category:

FIA GT3:
- Cars will be approved on a case-by-case basis with supporting documentation.
- Competitors must have the FIA GT3 sheet, as approved, available for scrutineers when requested.
- Cars approved to run in accordance with their FIA GT3 specifications must adhere to those specifications.
- See 9.1.XXX, table of Approved FIA GT3 Cars.

SRO GT4:

- Cars will be approved on a case-by-case basis with supporting documentation.
- Competitors must have the SRO GT4 sheet, as approved, available for scrutineers when requested.
- Cars approved to run in accordance with their SRO GT4 specifications must adhere to those specifications.
- See 9.1.XXX, table of Approved SRO GT4 Cars.

TCR:
- Cars will be approved on a case-by-case basis with supporting documentation.
- Competitors must have the TCR sheet, as approved, available for scrutineers when requested.
- Cars approved to run in accordance with their TCR specifications must adhere to those specifications.
- See 9.1.XXX, table of Approved TCR Cars.

GTX Tube Frame:

- GTX tube frame cars will consist of currently classified GT1 cars with improved aerodynamics, wheels, brakes and limited fuel injection systems. GTX tube frame cars must weigh 2780 pounds.

GTX Grand Am Tube Frame:

- GTX Grand Am tube frame cars will consist of fuel injected tube frame cars classified in the Grand Am Road Racing series from 2007-2013. GTX Grand Am tube frame cars must provide their Grand Am rule set and specifications.

C. Bodywork
1. FIA or TCR standard bodywork must comply with their associated specifications.
2. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications.
3. Grand Am tube frame cars must comply with the 2007-13 GA specifications.

D. Aerodynamic Devices
1. FIA or TCR aerodynamic devices must comply with their associated specifications.
2. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications. Trans Am splitter tunnels and rear wing rules are permitted. Under panning may be installed under the engine bay and rear end housing.
3. Grand Am tube frame cars must comply with the 2007-13 GA specifications.

E. Interiors
1. FIA or TCR interiors must comply with their associated specifications.
2. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications.
3. Grand Am tube frame cars must comply with the 2007-13 GA specifications.

F. Chassis
1. FIA or TCR chassis must comply with their associated specifications.
2. FIA or TCR chassis weight must meet the vehicle weight listed on the associated specification line.
3. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications.
4. Grand Am tube frame cars must comply with the 2007-13 GA specifications.

G. Engine
1. FIA or TCR engines must comply with their associated specifications.
2. FIA GT3 cars must compete with the listed restriction in the specification lines.
3. SRO GT4 cars are permitted to compete without restriction.

4. TCR cars are permitted to compete with 100% engine management.
5. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications. Additionally, the following engines are permitted:

362 cubic inch engines include:
- Chevrolet R07
- Ford FR9
- Dodge R6
- Toyota Phase 11

6. Grand Am tube frame cars must comply with the 2007-13 GA specifications.

H. Cooling System

1. FIA or TCR cooling systems must comply with their associated specifications.
2. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications.
3. Grand Am tube frame cars must comply with the 2007-13 GA specifications.

I. Fueling, Piping and Fuel Tanks

1. FIA or TCR fueling, piping and fuel tanks must comply with their associated specifications.
2. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications.
3. GTX tube frame cars may install fuel injection system, maximum throttle body size TBD.
4. Grand Am tube frame cars must comply with the 2007-13 GA specifications.

J. Oil System

1. FIA or TCR oil systems must comply with their associated specifications.
2. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications.
3. Grand Am tube frame cars must comply with the 2007-13 GA specifications.

K. Exhaust System

1. FIA or TCR exhaust systems must comply with their associated specifications.
2. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications.
3. Grand Am tube frame cars must comply with the 2007-13 GA specifications.

L. Electrical

1. FIA or TCR electrical systems must comply with their associated specifications.
2. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications.
3. Grand Am tube frame cars must comply with the 2007-13 GA specifications.

M. Drivetrain

1. FIA or TCR drivetrains must comply with their associated specifications.

2. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications.
3. Grand Am tube frame cars must comply with the 2007-13 GA specifications.

N. Suspension and Steering

1. FIA or TCR suspension and steering must comply with their associated specifications.
2. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications.
3. Grand Am tube frame cars must comply with the 2007-13 GA specifications.

O. Brakes

1. FIA or TCR brakes must comply with their associated specifications.
2. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications, except brake calipers and rotors do not have a size limit.
3. Grand Am tube frame cars must comply with the 2007-13 GA specifications.

P. Tires and Wheels

1. Tires must conform to 9.3. Tires.
2. FIA or TCR wheels must comply with their associated specifications.
3. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications, wheels may be increased to 12.5" front and 13" rear.
4. Grand Am tube frame cars must comply with the 2007-13 GA specifications.

FIA GT3 -

Make	Homologation	Model	Restrictor mm	Weight (lbs)	Notes
Acura	GT3- 047	NSX	None (2) 35 TIR	3015	
Aston Martin	GT3-O32	Vantage	(2) 41.5	2980	
Audi	GT3-038	R8 LMS	(2) 39	2980	
Bentley	GT3-035	Continental	(2) 38	3070	
BMW	GT3-043	M6	(2) 34 TIR	TBD	
Chevrolet	GT3-045	Corvette C7	52	3070	
Dodge	GT3-036	Viper	(2) 39	3120	
Ferrari	GT3-029	458	(2) 40 TIR	3025	
Ferrari	GT3-044	488	(2) 35 TIR	3025	

Lamborghini	GT3-040	Huracan	(2) 39	3015	
Mclaren	GT3-037	650S	(2) 36 TIR	2915	
Mercedes	GT3-042	AMG GT	(2) 34.5	3090	
Porsche	GT3-041	991	(2) 41.5	2960	
Nissan	GT3-030	GT-R	(2) 40 TIR	3050	

SRO GT4 -

Make	Homologation	Model	Restrictor mm	Weight (lbs)	Notes
Aston Martin	GT4-	Vantage	NA	TBD	
Audi	GT4-038	R8	NA	3400	
BMW	GT4-	M4	NA	TBD	
Chevrolet	GT4-031	Camaro	NA	3310	
Ford	GT4-027	Mustang	NA	3490	
Ginetta	GT4-019	G55	NA	2600	
Maserati	GT4-MC	Gran Turismo	NA	3290	
MaClaren	GT4-030	570S	NA	3220	
Mercedes	GT4-xxx	AMG	NA	3270	
Panoz	GT4-xxx	Avezzano	NA	3310	
Porsche	GT4-024	Cayman	NA	2990	

TCR -					
Make	Model	Trans	Power Level	Weight (lbs)	Notes
Audi	RS3 LMS	SEQ	100%	2790	
Audi	RS3 LMS	DSG	100%	2715	
Honda	Civic Type R	SEQ	100%	2790	
Hyundai	i30 N	SEQ	100%	2790	
Volkswagon	Golf GTI	SEQ	100%	2790	
Volkswagon	Golf GTI	DSG	100%	2715	

GT2
1. #25038 (October Fastrack - Andrew Aquilante) Request for Carbon Fiber Replacement Panels on GT2/ST Mustangs
Thank you for your letter. Add to the Notes for all GT2/ST Ford Mustangs:
Allow lightweight Carbon Fiber fenders, fascias, doors, and roof panels so as to help this car to meet minimum weight. Parts must meet original profile of OEM components. Part numbers to be provided.

Prod General
1. #25425 (December Fastrack - Production Committee) Modify Hardtop Rule to Allow OE-Style Aftermarket Hardtops
Change the wording of rule "9.1.5.E.9.a.12 – Production Category, Authorized Modifications, Body/Structure Level 1 & 2, Modifications" to the following new language:

12. Open cars must remove convertible soft tops, and attaching bracketry and fasteners. Open cars retaining the stock windshield may retain the stock removable hardtop if attached to the car by positive fasteners. Open cars must remove convertible soft tops and all attaching bracketry and hardware. If the stock windshield is retained, OEM and aftermarket hardtops are allowed. Aftermarket hardtops must retain OEM appearance in all exterior profiles, and carbon fiber construction is not allowed. Any hardtop must be attached by positive fasteners.

Remove the words "OEM hardtop allowed/permitted" from any and all applicable specification lines in Production.

2. #25426 (December Fastrack - Production Committee) Allow Drivers Seat Floor Pan Modification
Add 9.1.5.E.10.e – Production Category, Authorized Modifications, Driver/Passenger/Trunk Compartment Level 1 & 2:

e. The driver's side floor-pan may be modified for the purpose of lowering the driver's seating position. All modifications must be contained within the floor-pan area, limited to between the transmission/exhaust tunnel, the driver's side rocker, and a maximum fore-aft length of 30". The modification shall not extend below the lowest portion of the factory floor/frame rail/welded seam. The steel used in the modification shall be no thinner than .058", and be entirely welded in place. This modification shall serve no other purpose other than seating position.

SM
1. #23967 (October Fastrack - SCCA Staff) Request to Review Current Shock Testing
This letter was approved as a REC for 2019 in the August 2018 BOD meeting. The CRB submits slight changes to the original letter below.

Also, **NOTE: The ride height is TBD, and is in works by the CRB.**

Mazda, in conjunction with Long Road Racing, and with observation by SCCA/SMAC/NASA/Toyo/Hoosier, conducted shock testing at Carolina Motorsport Park.

A new shock option will be available as of Jan 1, 2019 to all SM competitors. This shock, a non-adjustable Penske, will be available only thru Mazda, and will solve many of the supply, performance, and tech issues with the current shock. A SM driver contingency plan is also being developed.

The SMAC recommends a transition to the new shock as follows:
1) All 2019 Runoffs competitors must run the new shock and mount.
2) All 2020 Majors/Runoffs competitors must run the new shock and mount.
3) Regional competitors are not required to run the new shock and mount until AT LEAST 2021, and may not be required to switch. This will be evaluated each year.
~~4) Same brand of shock must be run on all four corners.~~
4) Both the current and the new shocks will be optional during the 2019 Majors season.
5) Competitors that run the Penske shocks must run them with the top mounts/bump stops on all 4 corners.
Mazda part numbers:

Front Penske SM Shock: **0000-04-5275**

Rear Penske SM Shock: **0000-04-5276**

Top Mount/Bump Stop Kit: **0000-04-5277**

Penske SM Shock Kit w/Top Mount: **0000-04-5720-KT**

STL

1. #24818 (October Fastrack - Eric Kutil) Request for Side Skirts Rule Clarification
In ST, GCR Section 9.1.4.D.6, add the wording as follows:

Aftermarket Side Skirts may not be wider than 5" in the plan view.

STU
1. #24832 (October Fastrack - Super Touring Committee) Letter #23921
Change 9.1.4.1

B. Engines
2.Turbo inlet restrictors designed per GCR Appendix F Technical Glossary definition of "Turbo Inlet Restrictor" may be required; see table 9.1.4.h.2. Swapping of turbochargers between engine makes and models is prohibited. Supercharged cars may be approved on a case-by-case basis; twin turbo engines are allowed on a case-by-case basis only. Contact the Club Racing Technical Office for details. engines are allowed on a case-by-case basis only. Contact the Club Racing Technical Office for details. Twin turbo engines may be converted to single turbo using one of the allowed alternate turbos (see
9.1.4.H.3). *Aftermarket Turbo Charger and Super Charger kits will be allowed on a Case-by-case basis.*

2. #24504 (December Fastrack - Eric Heinrich) Request Advanced Aero With Restrictions

9.1.4.1 STU Specific Technical Regulations

Add to section A. Chassis and Bodywork:

3. Advanced Aerodynamics
The following maximum specifications regarding aerodynamic allowances can be used with
a 3% weight penalty:

a. The front splitter must not extend more than 3.0 inches past the original or approved
bodywork as viewed from above for the entire profile of the splitter.
b. A wing no wider than the widest part of the body, with a maximum cord length of 12",
and end plates that do not exceed 72.0 square inches each.
c. Canards or dive planes are permitted. 2 per side not exceeding 50 square inches each.

T1
1. #25148 (November Fastrack - Hugh Stewart) Request for Carbon Fiber Trunk Lid on BMW E46 M3
Thank you for your request. Please add to the Notes for the T1-FP BMW E46 M3*: CSL style carbon fiber rear trunk lid allowed +75lbs.*

T2
1. #24629 (October Fastrack - Richard Kulach) Request Hood Vents for 370Z
Recommended for 2019:

9.1.9.2.8.a.

7. Touring 2 and 3 only: Hoods may have a maximum of 2 vents installed for cooling purposes. The maximum combined total area of the vents shall not exceed 200 square inches. The 200 Square inches includes any area that deviates from the factory hood profile. Vents may not protrude above the OEM hood profile more than 25mm (1 inch).

T2-T4
1. #24685 (December Fastraack - Jared Lendrum) Request to Increase Camber for 2019
Thank you for your request. Based on the overwhelmingly positive response to the WDYT, please make the following change for 2019:

In 9.1.9.2.5.a.1:
1. T2-T4: A maximum of ~~3.0~~ *3.5* degrees of negative chamber is allowed on front and rear suspensions.

2. #25706 (December Fastrack - Touring Committee) Short Shifters for Touring
Please make the following change to Touring (T2-T4):
Add 9.1.9.2.4 Transmission/Final Drive

4. Conventional aftermarket shift kits allowed (i.e., short-shift). Parts can serve no other purpose than to accomplish the shifting of the OE transmission.