

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

January 2019

## **BOARD OF DIRECTORS**

The Secretary acknowledges that these minutes may not appear in chronological order and that all participants were not present for the entire meeting.

The Board of Directors met at the Hilton Kansas City Airport, November 30-December 1, 2018. In addition to this meeting, there was an electronic vote on December 14, for the CRB REC1119 Rule Changes.

Area Directors participating: Lee Hill, Chairman, Dan Helman, Vice-Chairman, Chris Albin, Jack Burrows, Arnie Coleman, Charlie Davis, Bob Dowie, Earl Hurlbut, Jason Isley, Bruce Lindstrand, Marcus Merideth, and Jim Weidenbaum. Tere Pulliam was unable to attend. Peter Jankovskis and Jeff Zurschmeide attended as the new 2019 Directors for Areas 5 and 13.

KJ Christopher, Treasurer

Staff participating: Michael E. Cobb, President & CEO, Mindi Pfannenstiel, Senior Director of Finance, Eric Prill VP & COO, and Mary Hill, Executive Assistant.

Jim Wheeler, CRB Chairman and Peter Keane, CRB Member, SCCA Enterprises President Robey Clark, and SCCA Pro Racing Senior Manager of Race Operations, Sydney Davis Yagel also participated.

Guest(s): Nathan Orr and Pete Mirakian of Spencer Fane.

The meeting was called to order by Vice Chairman Helman.

Spencer Fane – provided a “State of the Club” briefing from a legal perspective.

The BoD agreed to re-establish the “Director de Jour” program. Bob Dowie will manage assignments.

KJ Christopher presented a “Cost Accounting” report for the club.

Motion: Approve Court of Appeals appointments for 2019 - Laurie Sheppard, Chairman, Anne Christian, Pat McCammon, James Everett, and Jack Kish. AC/BD. Passed.

Board Statement: The Board of Directors extend their appreciation to Michael West and Spencer Gorham for their service to the COA.

Motion: Approve Solo Events Board appointments for 2019; appoint Bob Davis, Chairman, Brian Connors, Mike Brausen, Marshall Grice, Zack Barnes, Keith Brown and Mark Scroggs. CD/MM. Passed.

Motion: Approve Solo Safety Committee appointments for 2019, David Steger, Chair, Kathy

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Time Trials	NONE
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Barnes, Cal Craner, John Lieberman, Aruch Poonsapaya, Tim Bruske, and Brian Robertson. CD/JI. Passed.

Motion: Approve Road Rally Board appointments for 2019, Jim Crittendon, Chairman, Clyde Heckler, Peter Schneider, Mike Bennett and Wendy Harrison. EH/BD. Passed.

Motion: Approve Club Racing Board appointments for 2019; Tim Meyers, Steve Strickland, Paula Hawthorne and Peter Keane as Chairman. JB/BD. Passed.

Board Statement: The Board of Directors extend their appreciation to Jim Wheeler and Todd Butler for their service to the CRB.

Motion: Approve RallyCross Board appointments for 2019, Stephen Hyatt, Chairman, Chris Regan, Kent Hamilton, Keith Lightfoot, Mark Macoubrie and Charles Wright., . JB/CD Passed.

Motion: Approve Board Director appointments – Lee Hill, Chairman; Dan Helman, Vice Chairman; KJ Christopher, Treasurer, Arnie Coleman, Secretary; Peter Jankovskis, Assistant Treasurer; Bob Dowie, 1<sup>st</sup> Alternate. JB/CD Passed.

Board Statement: The Board of Directors extend their appreciation to Bruce Lindstrand and Jim Weidenbaum for their service to the Board of Directors.

Motion: Approve changes to SCCA Foundation Bylaws as written. Appendix E. AC/JB. Passed.

Motion: President Cobb presented the 2019 Budget. DH/CD Passed.

Budget Discussion: No Insurance increase for 2019. Pfannenstiel recommended a pay-down of SCCA's line of credit and a rebalancing of club's financial portfolio. Board agreed. No formal vote taken.

Motion: Approve appointments to the Executive Steward Committee with Jim Rogaski as Chairman, Jim Richardson, Duane Harrington, Phil Shuey, Morris Pendleton, Kevin Coulter, Cathy Barnard, Fred Brinkel, Barb Knox and William Blake. JB/MM. Passed.

Board Statement: The Board of Directors extend their appreciation to Dan Hodges and Dan Miklovic for their service to the Executive Steward Committee.

Motion: Approve CRB rules changes as presented. Appendix A. BD/CA. Passed.

Motion: Approve REC1119 rules changes as presented. Appendix A. Electronic Vote, December 14<sup>th</sup>. MM/CD. Passed

Motion: Approve Road Rally Board rules changes as presented. Appendix B. CA/CD. Passed

Motion: Approve RallyCross Board rules changes as presented. Appendix C. CA/CD. Passed.

Motion: Approve Solo Events Board rules changes as presented, with the below exceptions. Appendix D. CD/JB. Passed

#### EXCEPTIONS:

Item 10 – Meredith Abstains

Item 4 – Sent back to the SEB

Operations Report – Eric Prill reported on changes to the sanction, insurance and audit processes. The changes will be in two stages, with a shift to standardized fillable PDF forms beginning

in December. The second stage will be directly integrated with the association management software (NetForum) with development scheduled in 2019. Eric also reported on event planning for 2019, including the Runoffs at VIR. The 2019 Runoffs will include the same 28 classes as the 2018 event.

Motion: Approve CRB request to add an additional member to the CRB. BD/MM. Passed.

Pro Racing Status Report presented by Yagel.

Motion to adjourn the meeting was made at 6:55 PM Saturday, 12/1/18. CD/JB. Passed.

Respectfully submitted,

Mary H. Hill

## **APPENDIX A:**

### **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 Tube: The O.D. of the down tube shall be measured at two different locations within an area between 0.500" and 2.000" 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 preparation rules~~ **must** meet the General Technical Specifications. **When changes 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 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.

##### **FIA GT4:**

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

FIA GT4 -					
Make		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	
McClaren	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 Fastrack - 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.*

##### **AS**

1. #25673 (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 (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/Pontiac Camaro and Firebird (93-97) and (98-02) Restricted Prep. Cars: *May use 9.1.6.D.1.I.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.I.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.I.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.I.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.I.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.I.1. Flywheel/Clutch and 9.1.6.D.3.a.1.*

## FB

1. #25823 (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.

## FST

1. #25624 (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 manufacturer 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.

~~32.~~ Option ~~32.~~ *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.

~~43.~~ 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.*

34. 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 (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 (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 (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 (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 (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 (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 (Touring Committee) T1 Spec Line Updates

Effective 1/1/19, remove 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 (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 (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 TCA026 and rear trailing arms BMR TCA026.*

## **T2-T4**

1. #25680 (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 (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 (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 (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 (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 (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:

~~17x8.5~~ **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 (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 (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 (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:

~~(14-46~~ **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 (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 (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."~~

## APPENDIX B:

To: SCCA Board of Directors

From: Jim Crittenden - Chair, Road Rally  
Board Date: November 9, 2018

The Road Rally Board requests your approval for these two changes to the 2019 SCCA Road Rally Rules:

What it currently says	Our proposed change
Article 21 Time Allowances A) Provisions for Time Allowances (TAs)  TAs are required for <b>proven</b> force majeure on all SCCA Road Rallies. No penalty may be assessed for their use. No sanction exception will be granted to disallow their use, or to allow any penalty for their use. Force majeure TA's are automatically allowed. TAs may be used for other reasons only if allowed by an event's General Instructions.	Article 21 Time Allowances A) Provisions for Time Allowances (TAs)  All SCCA Road Rallies are required to allow TAs for any reason. No sanction exception will be granted to disallow their use or to allow any penalty for their use.

What it currently says	Our proposed change
Article 18 Timing and Scoring D) Standard Computation  The computation for determining the elapsed time for each leg shall be performed by calculating the times, in minutes, between average speed changes to at least four decimal places (0.0001 minutes). Then add the successive times without rounding off until the total leg time is figured and then the total figure so reached shall be truncated to the second or 1/100th of a minute. In this final truncation, fractional parts of a unit shall be dropped.  If an event uses "car zero times" (czt) or "key times" these times are to be calculated as required above and these times are to be considered definitive times. The computation for determining the official time must be carried forward from a "key time" or "car zero time" using the time exactly as given in the "key/car zero time" (using no fractional parts beyond what is shown in the "key/ car zero time").	Article 18 Timing and Scoring D) Standard Computation  The computation for determining the elapsed time for each leg shall be performed by calculating the times, in minutes, between average speed changes to at least four decimal places (0.0001 minutes). Then add the successive times without rounding off until the total leg time is figured and then the total figure so reached shall be truncated to the second or 1/100th of a minute. In this final truncation, fractional parts of a unit shall be dropped.  If an event uses "car zero times" (czt) or "key times" these times are to be calculated as required above and these times are to be considered definitive times. The computation for determining the official time must be carried forward from a "key time" or "car zero time" using the time exactly as given in the "key/car zero time" (using no fractional parts beyond what is shown in the "key/car zero time").  For tour rallies it is considered desirable to set the leg times close to the middle of the second or hundredth whenever possible.

## APPENDIX C:

### 2019 PROPOSED RALLYCROSS RULE CHANGES FOR BOD APPROVAL

#### 1. Clarify allowed Fuel types in Stock Class.

3.3.C.9 Fuel may be any type of unleaded, **E85 Ethanol**, or diesel/biodiesel fuel commonly available at the pump. Alternative fuels must be pre-approved by the event Safety Steward prior to the event. No other alcohol fuels or nitrous oxide are allowed.

#### 2. Allow one non-competitor passenger at National events for any driver with a restricted license from a state that requires a passenger.

**4.2.C.** *The only passengers allowed during competition runs at National events are non-competitors whose role is to fulfill the state mandated requirements for a driver who has a restricted driver's license requiring a passenger.* ~~Passengers are not allowed during competition runs at National events.~~ At non-National events, one (1) passenger can ride in an approved seat located in the forward-most occupant area of a vehicle that has passed tech inspection (3.3.A-3.3.N) and is registered for competition on that day.

#### 3. Add to Section F- Constructor Class rule moratorium for 2019, and 2020.

#### 4. Clarify that Crosskarts, Formula Cross, Legend cars, and tube-frame vehicles are eligible to compete in Constructors classes if they meet applicable preparation allowances (e.g. production-based engine).

**3.1.** ... The following types of vehicles are currently not eligible to *compete in Stock, Prepared and Modified categories*: ATVs, UTVs, sidebysides, Trophy Trucks, Crosskarts, Formula Cross, Legend cars, and tube-frame vehicles. *Trophy Trucks, Crosskarts, Formula Cross, Legend cars, and tube-frame vehicles are eligible to compete in the Constructors category subject to applicable preparation allowances.*

#### 5. Allow non-OEM hardtops in Modified classes if the vehicle is equipped with an approved roll bar or roll cage.

**3.3.E.3.j.** *A non-OEM hardtop of a type substantially similar to the shape, design, construction, and weight of the OEM hardtop may be used if the vehicle is equipped with an approved roll bar or roll cage.*

**3.1.** ... This includes electric and hybrid vehicles, convertibles with an approved **factory** hardtop attached, targa types with factory panel in place, and t-tops with factory panels in place. ...

**3.2.C. C.** Convertible, targa, or t-top vehicles must have their **factory** hardtop or panels securely in place during course runs.

#### 6. Allow the addition of oil catch tanks or oil separators in Stock classes.

**3.3.C.21.** *The installation of oil catch tanks or oil separators is allowed provided the function of the PCV system remains functional.*

#### 7. Allow the addition, modification or replacement of power steering oil coolers in Prepared classes.



**3.3.D.21.** Oil cooling radiators for engine, transmission, *power steering*, or differentials may be added, modified, or replaced with alternate parts providing they and their installation serve no other purpose, and subject to the following restrictions: ...

**8. Clarify that engine cooling systems in Modified classes are unrestricted.**

**3.3.E.11.** *Engine cooling systems are unrestricted.*

**9. Clarify that event fees are due after the event audit is completed, not at the time the event application is submitted.**

**4.5.B.** Each SCCA RallyCross Event must submit a SCCA RallyCross Sanction/ Insurance Application; *and a RallyCross Safety Plan* ~~and whatever sanction fee is applicable:~~

These forms ~~and the sanction payment~~ must arrive at the SCCA Rally Department at least 14 days prior to the event or ~~a an additional~~ late fee will be assessed

## **APPENDIX D:**

### **GENERAL**

#### **ITEM 1) \*#24432 Category Preambles**

##### **SCCA® Solo®: Long term planning and strategic objectives**

The SEB and its Advisory Committees have been working on a project to standardize the Solo® Rules Preamble section for each Solo® Category. After reviewing them extensively, the SEB realized that they are fragmented in structure, are not easy to understand and do not effectively communicate to new and existing members “Purpose”, “Philosophy” and “Objectives.” Over the last 18 months, the SEB and the advisory committees have collaborated on this project. This exercise has specific goals:

1. Clean up and give common structure to all the Preambles.
2. Communicate the current state of the categories to the membership and potential members.
3. Preambles are to be our general philosophy guidelines for each category. If the Advisory Committees or the SEB propose a rule change that is outside of the current Preamble for that category, then there should be a proposed directional change with the Preamble sent out to the membership for review.
4. Give a guiding principle and set expectations for the membership, the advisory committees and the SEB.

The SEB believes this aligns with the Solo® Rules “core values” in the Solo® Rules Introductory Section I.2.3. In the current Fastrack, the SEB has published the proposed changes to each of the Category sections for membership feedback.

### **STREET**

#### **Category Objective**

This category should provide the lowest barrier of entry and appeal to the largest segment of potential and existing members.

#### **Category Values**

Preparation allowances with a minimal impact on daily public highway use of the vehicle.

#### **Core Modifications**

Primary allowances permit changes to shocks, anti-roll bars, tires.

### **Classes**

#### **Sports cars and other high performance vehicles classed by performance potential**

**Super Street R-tire (SSR)**  
**Super Street (SS)**

**A Street (AS) B**  
**Street (BS) C**  
**Street (CS)**

**E Street (ES)** – Very affordable older sports cars with an emphasis on low cost entry and acceptable availability. Class stability is a priority.

**Sedans and Coupes classed by performance potential**  
**D Street (DS)**  
**G Street (GS)** **H**  
**Street (HS)**

**F Street (FS)** – Heavy high horsepower RWD vehicles in the spirit of “V8 Pony Cars.”

**STREET TOURING**  
**Category Objective**

Street Touring allowances and modifications build upon existing Street category allowances. Competitors in this class are looking to add performance to a select group of vehicles based on performance potential.

**Category Values**

1. Vehicle modifications should not prevent daily use on public roads; “Daily use” is subjective criteria; Competitors will interpret this differently; “Street legal” is a category goal. Some states may require more stringent requirements. It is not the intention of  
  
“street legality” to be an absolute. Drivetrain configuration variances are balanced through limited slip differential and wheel/tire allowances.
2. Performance Improvements Through “Bolt-On” Modifications
  - a. Modifications should not require cutting, drilling, or permanent alterations to body panels.
  - b. Modifications that enhance the performance for Solo® and street driving.
    - i. Suspension
    - ii. Differentials
    - iii. Bolt-On Engine Parts
    - iv. Aftermarket/Larger Brake Kits
    - v. Wheels/Tire Upgrades
3. Vehicle Safety Systems.  
ABS may be electronically disabled, but otherwise must remain unaltered.
4. Required Diagnostic Systems.  
OBDII systems should remain functional. Retention of specific emissions systems.
5. Engine Tuning.

**Classes**

**Street Touring Sport (STS)** – Naturally Aspirated Front-Wheel Drive sedans and coupes, and similar performance light/older RWD and AWD cars. Emphasis on momentum and handling over power.

**Street Touring Roadster (STR)** – Low to medium HP Rear-Wheel Drive roadsters and coupes. Generally, sports car based chassis.

**Street Touring Xtreme (STX)** – Medium HP coupes and sedans. Primarily

RWD with some performance matching AWD.

**Street Touring Ultra (STU)** – Higher power and performance sports cars and coupes, along with similarly high performance AWD sedans.

**Street Touring Hatchback (STH)** – Turbo hatchbacks and sedans.

## **STREET PREPARED**

### **Category Objective**

Street Prepared builds on the Street allowances to provide opportunities for vehicles with more extensive modifications that may not be suitable for public highway use.

### **Category Values**

Provide a level of modification which encompasses lower-prep category allowances plus a moderate level of fabrication and a greater range of bolt-on alternatives.

### **Core Modifications**

1. DOT R-compound tires.
2. Permanent alteration to the body, such as modification of fenders via cutting and/or flaring for tire clearance.
3. Drilling trunks/hatches for spoiler mounting.
4. Front splitters and rear spoilers.
5. Update/Backdate allowances to interchange of parts among selected models.
6. Engine tuning with stock internals.
  - a. Aftermarket ECU.
  - b. Unrestricted Induction.
  - c. Emissions system removal.
  - d. Unrestricted exhaust systems.
7. Weight reduction (A/C removal, steering wheel airbag removal, etc.).
8. Suspension Updates.

## **Classes**

**Super Street Prepared (SSP)** – High Performance sports cars.

**A Street Prepared (ASP)** – AWD turbo sedans and medium performance coupes and sports cars.

**B Street Prepared (BSP)** – Medium performance 2 seater and 2+2 sports cars.

**C Street Prepared (CSP)** – Lower powered 2 seat sports cars and FWD cars.

**D Street Prepared (DSP)** – Heavier RWD sports sedans/coupes and FWD cars.

**E Street Prepared (ESP)** – Muscle cars and foreign grand touring cars.

**F Street Prepared (FSP)** – FWD cars with some lower power RWD and AWD cars.

## **STREET MODIFIED**

### **Category Objective**

Street Modified allows competitors to modify vehicles using advanced fabrication and tuning with specific limitations. Street Modified provides the allowances of the lower- prep categories with the addition of major modifications to the drivetrain, suspension, and body as well as

sophisticated aerodynamic components.

### **Category Values**

Freedom to improve vehicles using a variety of methods including suspension geometry changes, extensive powertrain conversions and/or modifications.

### **Core Modifications**

1. Powertrain swaps.
2. Open Engine Tuning.
3. Open Driver aid tuning (Traction control, ABS, Stability, Differential, etc.).
4. Minimum weights based on displacement.
5. Limited Interior removal.
6. SRS system removal.
7. Modifications may require cutting, drilling, or permanent alteration to the body, such as cutting fenders for tire clearance, and drilling trucks/hatches for spoiler/wing mounting.
8. DOT R-compound tires.
9. Front splitters and rear wings.
10. Custom suspension components.
11. Weight reduction (A/C removal, steering wheel airbag removal, lightweight body panels, etc.).

### **Classes**

**Super Street Modified (SSM)** – 2-seat vehicles, FWD, RWD, and AWD.

**Street Modified (SM)** – 4-seat vehicles, FWD, RWD and AWD.

**Street Modified FWD (SMF)** – FWD vehicles only.

### **PREPARED**

#### **Category Objective**

Competitors in this category are permitted broad modifications and fabrication opportunities in suspension, drivetrain, and engine with no expectation of public highway use.

#### **Category Values**

Development levels for purpose-built competition vehicles based on production cars, including true racing slicks, weight reduction, and extensive modifications to chassis and powertrain.

#### **Core Modifications**

1. Non-DOT racing tires.
2. Displacement-based minimum weight formulas.
3. Purpose built competition vehicles based production chassis or other racing chassis.
4. Performance through extensive modification and custom fabrication.
5. Extensive chassis modification including:
  - a. Interior removal and replacement of body panels, doors, and windows.

- b. Body panel modification for large tire fitment and suspension travel.
  - c. Custom suspension fabrication.
  - d. Relocation of components for optimizing weight distribution.
- 6. Engine and drivetrain allowances including:
  - a. Extensive internal engine modifications.
  - b. Open transmission and differential allowances.
- 7. Restricted aerodynamic aids

### **Classes**

**X Prepared (XP)** – Open class for sports cars and sedans with additional allowances for engine swaps and increased aerodynamic modifications beyond the rest of the category.

**C Prepared (CP)** – American muscle cars.

**D Prepared (DP)** – Lightweight, 4-cylinder RWD sports cars and coupes.

**E Prepared (EP)** – FWD cars naturally aspirated.

**F Prepared (FP)** – High performance sports cars and sedans.

### **MODIFIED**

#### **Category Objectives**

Provide a competitive outlet for the highest level of allowed modifications.

Accommodate competitors with purpose built competition vehicles, with allowances for a wide variety of designs and origins.

#### **Category Values**

Maximum speed and handling for given car parameters.

**Rules stability to protect member investment and encourage commitment**

Highest levels of drivetrain and suspension development (varies among the individual classes).

Custom design and fabrication.

Maximum tire adhesion with minimum constraint (varies among the individual classes).

#### **Core Modifications**

Chassis and suspension customization.

Unconstrained automotive-based powertrain (varies among the individual classes). Minimum weights generally based on displacement.

### **Classes**

**AM** – Least restricted class with significant aero allowances and unlimited drivetrain.

**BM** – GCR-based formula cars and sports racers with a high power/weight and aero allowances.

**CM** – GCR-based formula cars and sports racers with medium power/weight and restricted aero allowances.

**DM** – Highly modified very lightweight production-based or approved kit cars with a maximum equivalent displacement of 2 liters and lower weights than EM.

**EM** – Highly modified lightweight production-based or approved kit cars with no limit on displacement and higher weights than DM.



**FM** – Small, very agile, GCR-based formula cars.

## **KART**

### **Category Objective**

This category is an outlet for members interested in running karts at Autocross events.

### **Category Values**

Preparation allowances in line with national karting organizations, to allow easy migration between Solo® and other karting events.

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### **ITEM 2) #23346 Fuel allowance proposal re: methanol**

The following rule change proposal is recommended by the SEB:

Effective 1/1/19, change 3.6.B as follows:

3.6.B. In addition to fuels which are allowed by Section 3.6.A, Street Prepared, Street Modified, Prepared, and Modified category vehicles may use diesel fuel, any grade of gasoline, *or any gasoline-ethanol blend. Federally-approved E85.* Gasolines consist entirely of hydrocarbon compounds. Gasoline may contain antioxidants, metal deactivators, corrosion inhibitors, and lead alkyl compounds such as tetraethyl lead. *Methanol is prohibited;* other oxygen and/or nitrogen bearing additives are prohibited except for those originally present in fuel which is Federally approved for use on public highways. Oxygen and/or nitrogen bearing oil additives are prohibited in two-cycle engine oiling systems.

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## **SAFETY**

### **ITEM 3) #23152 Senior Solo® Safety Steward**

license Add to Appendix E:

#### ***“Senior Solo® Safety Steward License***

*Intent: A Senior Solo® Safety Steward license should be a tool for keeping long-standing experienced stewards involved with the program even if they are not as active as a regular licensee is currently required. A senior grade license shall be a specially appointed, restricted license, wherein the annual work history is waived during a renewal.*

*The Solo® Safety Committee considers this license to be an emeritus status. As such, the Senior Solo® Safety Steward licenses will be limited to no more than five (5) persons per year who will be appointed by vote of the Committee. Renewal requests shall be made to national Solo® Safety Committee Chairperson.*

*The Senior SSS license shall be subject to the following restrictions:*

- 1) A senior grade license applicant shall be a currently licensed SSS holding a regular or Instructor license.*
- 2) The Applicant must have had a regular SSS license for at least 20 continuous years in order to apply for this license grade (SCCA® can verify first license issuance date and continuous service).*

- 3) *After appointment, the license is valid for a 3 year term unless rescinded by the SSC. The requirement to serve as an SSS or SSI at events during the license period is waived.*
- 4) *The Senior SSS licensee shall serve in SSS roles for emergency purposes only, i.e. in case a region needs an SSS during an event heat or an event heat when a regular license holder is not available. A senior license holder cannot be named in the capacity of "Solo® Safety Steward of Record" on a sanction application. A senior license holder cannot be used on a regular basis to address a region's inability to assign a regular SSS license holder.*
- 5) *Relative to an event Solo® Safety Steward of Record, a Senior SSS license holder shall act only in an advisory position and shall not have the capacity to overrule the decisions of that named license holder.*
- 6) *Upon a request for renewal, the applicant must review "What is a Safety Steward?" and "Solo® Safety Steward Summary" as a refresher course on the SCCA® website and submit the results with their renewal application to the SSC Chairperson."*

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## STREET CATEGORY

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**ITEM 5)** \*#23333 2011 Audi R8 V10 Spyder from SSP ->  
SS The SAC would like member feedback on the following  
proposal: Move *from exclusion list to SS:*  
Audi

*R8 (non-GT) (2008-2015)*  
*R8 (non-Plus) (2016-2018)*

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**ITEM 6)** #24097 reclass 997 Porsche turbo  
Per the SAC, make the following change to Appendix A: Move *from exclusion list to SS:*  
Porsche

*911 Turbo (997 chassis)(non-S, non-GT2)(2006-12)*  
*911 Turbo (993 chassis)(1995-99)*

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**ITEM 7)** #22613 Comprehensive Street Reclass for Lotus  
Evora Per the SAC, make the following changes to Appendix A:  
Move *from SS to AS:*  
Lotus

Move *Evora S* from AS to BS:  
Lotus

*Evora (Non S)*

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**ITEM 8)** #23593 Moving Porsche Cayman S & GTS The SAC recommends the following change to Appendix A: Move from SS to AS:

Porsche

*Boxster S, GTS (981 chassis) (2013-16)*  
*Cayman S, GTS (981 chassis) (2013-16)*

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**ITEM 9)** #22275 981 Cayman (non-GT4, non-GTS, non-R, non-S) (2013-16) to B Street Per the SAC, make the following changes to Appendix A:

Move from AS to BS:

Porsche

*Boxster (non-GTS, non-S, non-Spyder) (2013-16)*  
*Cayman (non-GT4, non-GTS, non-R, non-S) (2013-16)*

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**ITEM 11)** #23811 More TTS in BS  
Per the SAC, make the following change to Appendix A: Move from AS to BS:

*Audi*

*TTS (2016-18)*

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**ITEM 12)** #23650 BMW Z4 Class Change Proposal  
The SAC and SEB recommend the following change to Appendix A: Move from BS to CS

BMW

*Z4 roadster (2.8i, 3.0i) (2009-16)*

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**ITEM 13) #22526 Move S2000 (non-CR) and NC MX5 MSR from BS to CS**

The SAC and SEB recommend the following change to  
Appendix A: Move **from BS to CS**

Honda

*S2000 (non-CR)*

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**ITEM 14) #24090 Solstice to CS**

The SAC and SEB recommend the following change to  
Appendix A: Move **from BS to CS**

*Pontiac*

*Solstice (non turbo) (non-Z0K) (2007-10) Sky*

*Saturn*

*(non turbo) (2007-10)*

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**ITEM 15) #22882 Move rally cars and friends to DS**

Per the SAC, please make the following changes to  
Appendix A: Move **from BS to DS:**

Audi

*S3 (2.0T) (2015-2017)*

*TT Quattro (AWD )(2008-2017) TTS (2009-15)*

Ford

~~Mazda~~

*Focus RS (2016-2017)*

~~RX-8~~

Mitsubishi

*Lancer Evolution (2003-2015)*

Subaru

*WRX STI (incl. Special Edition) (2004-2017)*

Volkswagen

*Golf R (2015-2017)*

Move **from CS to DS:**

Nissan

*350Z (non-Nismo) (2003-2009)*

Note: Per the SAC the RX-8 has been removed from the proposal, in response to member comment.

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**ITEM 16)** #22696 Move 3-Series (E46 & E9x)(non-M3, non-turbo) from DS to GS The SAC would like member feedback on the following proposal:

Move *from DS to GS:*

BMW

*3-Series (E46 chassis) (non-M3) (1999-2006)*

Lexus

*IS300 (2001-05)*

Subaru

*WRX (non-STI) (2001-08)*

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## **STREET TOURING CATEGORY**

**ITEM 17)** #23581 Please review Intercooler rule for ST

The STAC recommends the following rules changes to allow stock-location intercoolers for STH.

Modify 14.10.C as follows

“C. *Induction allowances are as follows:*

*All - The air intake system up to, but not including, the engine inlet may be modified or replaced. The engine inlet is the throttle body, carburetor, compressor inlet, or intake manifold, whichever comes first. The existing structure of the car may not be modified for the passage of ducting from the air cleaner to the engine inlet. Holes may be drilled for mounting. Emissions or engine management components in the air intake system, such as a PCV valve or mass airflow sensor, may not be removed, modified, or replaced, and must retain their original function along the flow path.*

*STH - As utilized only on engines originally equipped with forced induction, induction charge heat exchangers (also known as “intercoolers” or “charge air coolers” [CACs]) are unrestricted in size and shape. Air-to-air CACs and radiators for air-to-liquid CACs must be cooled only by the atmosphere except for standard parts. Body panels, fascias, or structural members may not be cut or altered to facilitate CAC installation. Removal of vehicle components to facilitate installation is not allowed. Holes may be drilled for mounting. Factory boost piping may not be modified or replaced.”*

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**ITEM 18)** #24601 Specific model / year classing for the Mini's

The STAC is recommending moving the second and third generation (2007-2018) mini Cooper S (and JCW) to STU. The first generation (2001-2007) Cooper S and JCW would stay in STX.

Modify listings in Appendix A as

follows: STU

Mini

Cooper S & Cooper S JCW  
(2007-2018)

Cooper (non-S) (2014-2018)

STX

Mini

Cooper (non-S) (2014-15)

Cooper S & Cooper S JCW (incl. 2004-05 dealer-installed) (2001-2006)

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**ITEM 19) #23879** Please allow 265mm tires for MR in STU

The STAC and SEB recommend an allowance for 265 wide tires on STU 2WD mid and rear-engine cars. Change Section 14.3 as follows:

“Tires shall have a section width up to and including the following  
(mm): STS, STR (AWD): 225

STH (AWD), STX (AWD): 245

STR (2WD), ~~STU (2WD, mid-engine, rear-engine)~~: 255

STH (2WD), STX (2WD), STU (AWD), ~~STU (2WD, mid-engine, rear-engine)~~:  
265

STU (2WD, front-engine): 285”

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**ITEM 20) #22088** Brake Allowance Parking Brake Rules

After reviewing member feedback, the STAC is recommending the following changes related to the drum to disk conversion allowance and the requirement for individual rotor plates to be at least as thick as the OEM rotor. The drum to disk change is intended to clear up the allowance and make it easier for competitors to utilize off the shelf components when performing the conversion. Similarly, the removal of the disk plate restriction is intended to facilitate use of common off the shelf rotors in aftermarket brake kits.

Modify 14.6 as follows:

“14.6 Brakes

A. Non-standard brake rotors may be used provided they are of equal or larger dimensions (diameter and *overall* thickness) and made of ferrous material(e.g., iron). ~~Thickness includes the individual plates of a vented rotor, as well as the overall dimension.~~ The diameter for replacement rotors is measured at the minimum outside dimension. Aluminum rotor hats are allowed. Cars originally equipped with solid (non- vented) rotors may utilize vented rotors. Cross-drilled and/or slotted brake rotors may be fitted provided all such voids are within the disc area and comprise no more than 10% of that area. ~~Brake calipers and mounting brackets may be replaced provided they bolt to the standard locations and the number of pistons is equal to or greater than standard. A functioning emergency brake of the same type, operation, and actuation as OE must be present. Drum brakes may be replaced with-~~



~~disc brakes of a diameter equal to or greater than the inside diameter of the standard drum. Such conversions must be bolted, not welded, to the axle/trailing arm/upright and must include an integral, redundant emergency brake. Changes to backing plates/dust shields/brake lines to accommodate these changes are permitted but may serve no other purpose.~~

- B. Brake lines may be substituted with alternate DOT-approved flexible brake lines.
- C. Air ducts may be fitted to the brakes provided that they extend in a forward direction only and that no changes are made in the body/structure for their use. They may serve no other purpose. Backing plates and dirt shields may be modified or removed.
- D. Original equipment ABS braking systems may be electrically disabled but may not be removed or altered in any other way.
- E. Disc brake calipers and mounting brackets may be replaced provided they bolt to the standard locations and the number of pistons is equal to or greater than standard. A functioning emergency brake of the same type, operation, and actuation as OE must be present.*
- F. Drum brakes may be replaced with disc brakes of a diameter equal to or greater than the inside diameter of the standard drum. Such conversions must be bolted, not welded, to the axle/trailing arm/upright and must include an integral, redundant emergency brake. The emergency brake must utilize the OE actuation method (e.g., pedal vs. handle) and components. The emergency brake must be integral to the new caliper, a drum brake style assembly within the new rotor, or a separate emergency brake caliper must be used. Changes to backing plates/dust shields/brake lines/emergency brake cables to accommodate these changes are permitted but may serve no other purpose."*

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#### **ITEM 21) #22139 Master cylinder brace allowance in ST**

The STAC and SEB recommend the following allowance for a bolt-on brake/clutch master cylinder brace mirroring the allowance present in the SP category. This is as a new line in section 14.6, as follows:

*"G. A single brake master cylinder brace may be added provided it is bolt-on and serves no other purpose."*

Also add a new line in section 14.10 as follows:

*"N. A single clutch master cylinder brace may be added provided it is bolt-on and serves no other purpose."*

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## **STREET PREPARED CATEGORY**

## ITEM 22) #19867 Blow-off/ pop-off valves

The SPAC and SEB recommend the following rule change: In 15.10.4:

~~d. No changes are permitted to blow-off/pop-off valves.~~

e. Compressor bypass valves (CBVs), *blow-off valves, and pop-off valves* are considered part of the air intake system and may be added, replaced, or updated/backdated independently of other components of a forced induction system.

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**ITEM 23) #23979** Equal rights for Superchargers and Turbos The SPAC is recommending the following change:

Change the following sections to allow supercharger pulley ratio changes:

~~“15.10.C.4.c No changes are allowed to supercharger drive system pulleys. Supercharger pulleys and belts of the same type as standard may be replaced with alternate pulleys allowing drive ratio changes.~~ Belt tensioners may be added/changed to reduce belt slip.”

~~“15.10.X Any crankshaft damper or pulley may be used. SFI-rated dampers are recommended. Supercharged cars may not change the effective diameter of any pulley which drives the supercharger.”~~

~~“15.10.Y Any accessory pulleys and belts of the same type (e.g., V-belt, serpentine) as standard may be used. This allowance applies to accessory pulleys only (e.g., alternator, water pump, power steering pump, and crankshaft drive pulleys). Supercharged cars may not alter crankshaft/supercharger drive ratio.~~ Alternate pulley materials may be used. Idler pulleys may be used for belt routing in place of items which the rules specifically allow to be removed such as smog pumps and air conditioning compressors. They may serve no other purpose.”

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## ITEM 24) #23431 Eagle Talon reclass

The SPAC and SEB recommend the following change to Appendix A: Move **from ASP to DSP**:

Mitsubishi

*Eclipse Turbo and Talon Turbo (1989-99)*

Plymouth

*Laser (AWD)*

## ITEM 25) #22761 Fiesta ST???

The SEB and SPAC are recommending the following classing change effective 1/1/2019: Move **from CSP to DSP**:

Ford

*Fiesta ST (2014-18)*

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## STREET MODIFIED CATEGORY

**ITEM 26) #23104 16.1K Canards**

The following change proposal is recommended by the SMAC and SEB: Revise the following paragraph from 16.1.K as shown:

“Canards are allowed and may extend a maximum of 6.0” (152.4 mm) ~~forward-of~~ *from* the front bodywork as viewed from above. No portion of the canard may extend past the widest part of the front bodywork as viewed from above. Canard area will be measured in the same manner as wings using Section 12. Canard area may not exceed 15% of total wing allowance. The sum of canard area and rear wing area may not exceed the total wing allowance. *Fore and aft variance in curvature and angle is open. Canards may have endplates. Canard endplate total surface area is limited to 30 sq. in. (193.5 cm<sup>2</sup>) for each side.*”

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**PREPARED CATEGORY**

**ITEM 27) #24314 Prepared ABS rules.**

The PAC and SEB recommend the following change to ABS modification allowances. 17.6C

~~Addition, replacement, or modification of Anti-lock Braking Systems (ABS) is prohibited. The standard system may be removed in its entirety or disabled electrically in a manner not readily accessible while driving, but not altered in any other way. Sensors and computers are considered part of the ABS system and may be not altered nor relocated.~~

*Addition or replacement of Anti-lock Braking Systems (ABS) is prohibited. The standard system may be disabled in a manner not accessible while driving. Any component of a disabled system may be removed or modified, unless prohibited elsewhere. ABS sensors (excluding wheel speed sensors), ABS computer, ABS valve block and input signals of a functional system, may not be replaced, relocated or altered. The ABS wheel speed sensors and ABS tone wheels may be relocated, replaced or modified, as long as the functional operation of the system is not altered (e.g. pulses per wheel revolution remains the same). The ABS warning lamp/s and related wiring, of a functional system, may be removed or modified. The length and routing of ABS related wiring, of a functional system, may be modified, as long as the functional operation of the system is not altered. ”*

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**ITEM 28) #23095 Ducting air from bumper to intercooler** Change 17.10.C.3 as follows:

“Only air-to-air intercoolers may be used. They must fit completely within the bodywork. They must be cooled only by the atmosphere. The use of coolants such as water, dry ice, ice, etc. is prohibited. *Air may be ducted as long as it is supplied through normal or specifically authorized openings in the bodywork. “Standard openings in the front of the car” includes ventilation system intake grilles.*”

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**ITEM 29) #21414 Turbo jets and other anti-lag Add to 17.10.D as follows:**

- 4. No fuel shall be added after the exhaust valve on a piston engine, or after the beginning of the exhaust port of a rotary engine.*

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**ITEM 30) #20239 Manufacturer Engine Swaps within**  
Prepared The PAC and SEB recommend the following engine swap allowance:

*“17.10.S Alternate Engine allowance: Prepared vehicles may make use of alternate engines from the engine originally delivered, with the following rules. Excluded from use of alternate engines are forced-induction engines, rotary engines, hybrid engine and drivetrains, and Prepared Limited Preparation Vehicles.*

- 1. Alternate engines are to be from the same make as the make of the vehicle. Engine must be available in production automotive model(s) sold in the US. No alternate engines or parts of the engine are allowed that were offered in other markets than the US unless listed in Appendix A. Motorcycle, snowmobile, marine, or other engines of non-automotive design are not permitted.*

- 2. Vehicle manufacturers that no longer exist may use any motor available in the use from corporate brands or via the following listings:*

*British makes may use Ford motors including  
Mazda Italian makes may use Fiat Chrysler  
motors*

- 3. Alternate engines are to retain the same piston count or less as the vehicle's engine was originally configured. Models classed with multiple piston counts on the same line may use any piston count that matches classed models.*

- 4. Alternate engines must keep same cooling type as before. Examples: Air cooled stays air cooled and water cooled stays water cooled.*

- 5. Alternate engine weights will be calculated using listed engine displacement of swapped engine.*

- 6. Alternate engines may make use of allowances found in 17.10*

- 7. Longitudinally mounted alternate engines must locate the bell housing to block mounting surface no closer to the fore-aft center of the vehicle than the standard part. Vertical position of the longitudinal axis of the centerline of the crankshaft must be within +/- 1 inch of the standard part. Transverse mounted alternate engines must locate the centerline of the crankshaft +/- 1 inch than the standard part, and no closer to the fore-aft center of the vehicle than the standard part +/- 1 inch.*

*The engine orientation (transverse stays transverse and longitudinal stays longitudinal) and the engine bay location must not be changed (front-engine stays front-engine, mid-engine stays mid-engine, and rear-engine stays rear-engine).”*

Appendix A changes/  
additions: Class D  
**Prepared**

Weight Adjustments:

*Alternate engine allowance: Add 0.10 x displacement (cc)*

**Class E Prepared**

Weight Adjustments:

*Alternate engine allowance: Add 0.10 x displacement (cc)*

Regardless of the weight formulas above no car may weigh less than 1350 lbs. or be required to weigh more than ~~2200~~ 2400 lbs. prior to addition of weight adjustments defined herein and in Section 17.

**Class F Prepared**

Weight Adjustments:

*Alternate engine allowance: Add 0.10 x displacement (cc)*

Regardless of the weight formulas above no car may weigh less than 1900 lbs., except that cars using 17.10.S (engine swap allowance) must not weigh less than 2100 lbs. or be required to weigh more than 2700 lbs. prior to addition of weight adjustments defined herein and in Section 17.

**ITEM 31) \*#22617 GCR to XP**

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The PAC is interested if the membership feels there is an issue with cars using GCR Club Racing GT and Production allowances competing in D, E, and F Prepared. The proposed changes would not affect CP vehicles and would continue to allow GCR vehicles to compete in XP without mixing/matching the Solo® and GCR allowances.

“17.11

*A. Vehicles competing in C Prepared class, should refer to section 17.11.B.* Vehicles prepared in excess of Solo® allowances and prepared to either the current Club Racing GT or Production Category rules are permitted to compete in the *X Prepared class*. Tube-frame production cars and kit-cars specifically listed in Appendix A (i.e., Shelby Cobra) are subject to the requirements in the relevant Appendix. Tube-frame versions of Production Vehicles (*e.g.*, a tube-frame *RX-7*) are considered in excess of the rules and must comply with the requirements in this Section. Section 17.8.B.5 minimum track requirements apply. Minimum weight will be *GCR Minimum* plus any Solo® weight additions (wheel size weight increases, etc.). Vehicles taking advantage of this allowance may *only use* the Club Racing GCR (General Competition Rules) allowances in whole. Cars which are not listed in the GCR may not use this allowance and are limited to the modifications allowed in Section 17. For those cars which have been de-listed from the current year GCR, the appropriate specifications will be developed and added to Appendix A upon member request. An exception to the GCR will be that open cars are permitted provided they comply with all provisions of Section 17 pertaining specifically to open cars. The following items listed in the GCR, while recommended, are not required: Logbooks, annual inspections, roll cage, on-board fire systems, hand-held fire extinguisher, scatter shield/chain guards, master switch, steering wheel lock removal, window safety net, windshield safety clips and rear window safety straps, and braided steel brake lines. Single Inlet Restrictors (SIRs) are not required. Due to the extent of modifications permitted on GT-derived cars classed within the Prepared category, it is possible for a replica car to meet the legality requirements for the corresponding original model provided that the engine, track, and wheelbase remain within the allowed specifications. In such a case the replica is considered legal for Prepared, provided it correctly meets all the applicable GCR specifications.

*B. C Prepared vehicles prepared in excess Solo® allowances and prepared up to either the current Club Racing GT or Production Category rules are permitted*



*to compete in C Prepared. Tube-frame production cars and kit-cars specifically listed in Appendix A are subject to the requirements in the relevant Appendix. Tube-frame versions of Production Vehicles (i.e., a tube-frame Camaro) are considered in excess of the rules and must comply with the requirements in this Section. Section 17.8.B.5 minimum track requirements apply. Minimum weight will be 110% of the Solo® minimum weight from Appendix A plus any Solo® weight additions (wheel size weight increases, etc.). Vehicles taking advantage of this allowance may use the Solo® Rules or the Club Racing GCR (General Competition Rules) allowances in whole, in part, or in combination. Cars which are not listed in the GCR may not use this allowance and are limited to the modifications allowed in Section 17. For those cars which have been de-listed from the current year GCR, the appropriate specifications will be developed and added to Appendix A upon member request. An exception to the GCR will be that open cars are permitted provided they comply with all provisions of Section 17 pertaining specifically to open cars. The following items listed in the GCR, while recommended, are not required: Logbooks, annual inspections, roll cage, on-board fire systems, hand-held fire extinguisher, scattershield/chain guards, master switch, steering wheel lock removal, window safety net, windshield safety clips and rear window safety straps, and braided steel brake lines. Single Inlet Restrictors (SIRs) are not required. Due to the extent of modifications permitted on GT-derived cars classed within the Prepared category, it is possible for a replica car to meet the legality requirements for the corresponding original model provided that the engine, track, and wheelbase remain within the allowed specifications. In such a case the replica is considered legal for Prepared, provided it correctly meets all the applicable GCR specifications. The 10% increase in minimum weight does apply to such cars.*

#### Appendix A - (XP) Prepared

XP vehicles must conform to the rules in Section 17 except as noted herein. This class is for almost any production car using almost any automobile drivetrain. Any vehicle meeting the requirements of Section 17.A.2, listed in another Prepared class, specifically listed in CP, DP, EP, ~~or FP that is not required to run at Section 17.11.A specified weights~~ or listed at the end, is eligible for XP. ~~Section 17.11.A does not apply. "In excess" cars per Section 17.11.A are not eligible for XP.~~

#### 8. Other

~~Vehicles exceeding these rules and prepared to the Club Racing General Competition Rules (GCR) are not eligible for this class.~~

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**ITEM 32) #21828 XP non-OE wing mounting**  
Change 1.c in Appendix A, class X Prepared, as follows:

"Appendix A: 1.c. Aerodynamic Aids: Wings may be added, removed, or modified. Non- OE wings may only be attached to the rear ~~deck/hatch area chassis or body~~ behind the centerline of the rear axle. For convertibles/roadsters with no roof and targas with no rear window, no portion of the wing may be higher than 12. (30.48 cm) above the ~~wing's point of attachment to the of body of the vehicle-highest point of the body that is behind the centerline of the rear axle.~~"

NOTE: The PAC does not feel that mounting location impacts wing performance as long as all elements are still within the box created by the centerline of the rear axle, the width of the vehicle, and the rearmost portion of the body work.

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**ITEM 33)** #14898 XP boosted displacement equivalence and min weight The PAC and SEB recommend the following change to the XP weight calculation. Appendix A.9.a.2:

“Turbocharged or supercharged versions of all engines will be classified on a basis of ~~4.4~~ **1.6** times the actual displacement.”

Appendix A.9.b:

“MINIMUM WEIGHT CALCULATIONS All listed weights are without driver. All weights are calculated based on displacement as listed above. Example: Weight for a RWD car w/1796 cc Turbo engine with the engine behind the driver 51% of the weight on the rear axle is ~~4200~~ **1300** + [(1.796 x ~~4.4~~ **1.6**) x (200+ 20)] + ABS = ~~4753~~ **1982** lbs.

*FI Engine displacement*

	FWD.....	1300 lbs. + 150 lbs. per liter
	RWD.....	1300 lbs. + 200 lbs. per liter
	AWD.....	1300 lbs. + 250 lbs. per liter
NA	Engine displacement less than	
	4.0L FWD.....	<b>1200 lbs.</b> + 150 lbs. per liter
	RWD.....	<b>1200 lbs.</b> + 200 lbs. per liter
	AWD.....	<b>1200 lbs.</b> + 250 lbs. per liter
	Engine displacement of 4.0L or greater	

	FWD.....	1600 lbs. + 50 lbs. per liter
	RWD.....	1600 lbs. + 100 lbs. per liter
	AWD.....	1600 lbs. + 150 lbs. per liter

Regardless of the weight formulas above, no car shall be required to weigh more than 2300 lbs. before applicable weight adjustments.

Weight Adjustments Pounds

Cars with ABS + 50

Cars with traction/stability control + 50

Cars with active/reactive suspension + 100

Cars with greater than **51% weight on rear axle + 20 per liter**

c. Regardless of the Minimum Weight Calculations above (b), no car shall weigh less than the following

Minimum weights (lbs.):

<u>Naturally Aspirated Supercharged/Turbo</u>	FWD.....	
	.....1425.....	<b>1625</b>
	RWD.....	1550..... <b>1900</b>
	AWD.....	1675..... <b>1925</b>

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**ITEM 34)** #23872 No minimum weight for NA 4 cylinder cars listed

To accommodate non-turbo 4 cylinder vehicles, the PAC is recommending the following previously- published change to Appendix A, in the minimum weights table for the CP class.



“Minimum weight (lbs.):

V8 engines greater than 5100 cc .....	3000
V8 engines equal to or less than 5100 cc .....	2700
6-cyl engines, maximum 4500 cc.....	2450
Turbocharged 6-cyl engines, maximum 4500 cc .....	2550
<del>Turbocharged</del> 4-cyl engines.....	2450”

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**ITEM 35) \*#22790 ABS/Prepared category**

The PAC is requesting member feedback on allowing Anti-lock Brake Systems to be added/modified in CP. This will allow older vehicles to remain competitive, without placing restrictive takebacks on newer vehicles. The PAC recommends making the following changes to Appendix A - (CP) Prepared:

*Anti-lock braking systems (ABS) may be added, replaced, removed, or modified. The use of non- OE or modified OE ABS incurs an ABS weight adjustment.*

Traction control/stability control may not be added to a car which was not equipped with an OE traction/stability control system. OE systems may be retained but may not be replaced or modified in any way other than removal. *Modifications to the OE ABS which also modify the OE traction/stability system are not allowed.*

The following weights apply unless a specific weight is indicated with the model listing.

Minimum weight (lbs.):

V8 engines greater than 5100 cc .....	3000
V8 engines equal to or less than 5100 cc .....	2700
6-cyl engines, maximum 4500 cc.....	2450
Turbocharged 6-cyl engines, maximum 4500 cc .....	2550
Turbocharged 4-cyl engines.....	2450

*Weight Adjustments (lbs.)*

*Non-OE or modified OE ABS..... add 250*

Maximum weight on the rear of the car shall be 51% of the total weight of the car.  
Exceptions: Corvair, Yenke Stinger.

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**ITEM 36) #23614** Please remove RWD Escort and Chevette from EP Appendix A Remove the following listings from class EP in Appendix A as shown.

E Prepared (EP)

Ford & Mercury

~~Escort & Lynx (1968-81)~~

Chevrolet, ...

~~Chevette (1975-87)~~

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**ITEM 37) #24266** 88-91 Civic/CRX to same line in EP

The PAC and SEB recommend the following change to Appendix A, E-Prepared.

Prepared (EP) - Appendix  
A Honda

Civic & ~~CRX~~ (1988-91) ~~GRX (1988-91)~~

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**ITEM 38)** #23892 Line classing for Porsche 924S & 944 4-cyl 8-valve

The PAC and SEB recommend the following change to Appendix A,  
F-Prepared.

Porsche

~~924S (1986-88)~~

~~Alternate cylinder head: P/N 933.104.302.50 w/ 36 mm ex. valves~~ 924 Turbo

~~944 (non-turbo, all) (1982-91)~~

944 Turbo (1985-91)

924S (1986-88) & 944 (non-turbo, all) (1982-91)

2.5L alternate cylinder head: P/N 933.104.302.50 w/36 mm ex. valves

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## MODIFIED CATEGORY

**ITEM 39)** \*#21881 Rocket style anti-lag

The MAC recommends the following rule change proposal:

Add new subsection 18.0.E.6 as follows, and re-number subsequent subsections accordingly.

***“6. No fuel shall be added after the exhaust valve on a piston engine, or after the beginning of the exhaust port of a rotary engine.”***

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## KART CATEGORY

**ITEM 40)** #25502 Spec Honda 19.1.D.5

Per the KAC, add the following text as 19.1.D.4 and renumber subsequent section accordingly: **“19.1.D.4**

***Stock Moto: Honda CR125R engines only. Must conform to Modified Moto rules (19.1.D.1), with restrictions as listed. Minimum weight is 375 lbs.***

***1. Carburetion: Unmodified Keihin PWM-38 or PWK-38, maximum bore = 38.6 mm. May be modified for floatless recirculating fuel system. Jets, slide & fuel system are open. No other carburetor modifications allowed. Fuel pumps must be pulse-driven.***

***2. Cylinder: OE 1997-2002 Honda CR125R. May have power valve assembly removed and plugs installed. The cylinder casting must not have modifications or tool markings of any type. Honing of the original cylinder bore is allowed, maximum bore size = 54.513 mm. Re-plated bores are not allowed. Cylinder overall height (between mounting surfaces) minimum = 3.307”, maximum = 3.316”.***

3. *Cylinder head: OE 1997-2002 Honda CR125R. External water fittings may be modified or aftermarket. The head casting must not have modifications or tool markings of any type.*
4. *Piston assembly: The only allowed pistons are OE flat top as follows - "A" piston #13110-KZ4-A40 or #13110-KZ4-A90; "B" piston #13120-KZ4-A40 or #13120-KZ4-A90. Ring, bearing & circlips must be OE.*
5. *Ignition: OE 1999 Honda CR125R stator & CDI only. Stator cover plate holes may be enlarged to the size to the backing plate holes to allow for static timing changes. Coil signal & CDI ground wires may be lengthened. Coil wire, spark plug cap, and spark plug are open. The stator backing plate, main harness and all other ignition components must be original and unmodified."*

Additionally, the KAC recommends changing the section title of 19.1.D.1 from "~~Moto~~" to "*Modified Moto*."

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## **APPENDIX E:**

November 1, 2018

To: SCCA, Inc. Board of Directors  
From: SCCA Foundation Board of Directors  
RE: SCCA Foundation Bylaw Change Request

The SCCA Foundation Board of Directors requests to change Section 4 of the SCCA Foundation Bylaws (as approved by the Board of Directors of the Sole Voting member, The Sports Car Club of America, Incorporated effective 5 May, 2016) to delete the reference to term limits. Details of the proposed change follow.

### ***CURRENT LANGUAGE***

#### **4. DIRECTORS.**

Board of Directors. The affairs of the Corporation shall be managed by a Board of not less than three (3) and no more than seven (7) voting individual persons to be selected by the Sole Voting Member. At least two (2) directors of the Corporation shall be members of the Board of Directors of the Sole Voting Member. Any remaining directorships shall be filled by the Sole Voting Member from its membership. Directors of the Corporation will serve a term of three (3) years. Directors may serve any number of terms, but may only serve two (2) terms consecutively.

### ***PROPOSED LANGUAGE***

#### **4. DIRECTORS.**

Board of Directors. The affairs of the Corporation shall be managed by a Board of not less than three (3) and no more than seven (7) voting individual persons to be selected by the Sole Voting Member. ~~At least two (2) directors of the Corporation shall be members of the Board of Directors of the Sole Voting Member. Any remaining directorships shall be filled by the Sole Voting Member from its membership. Directors of the Corporation will serve a term of three (3) years. Directors may serve any number of terms, but may only serve two (2) terms consecutively.~~

## ***RATIONALE***

The Foundation Board of Directors believes that the requirement for two “Inc.” board members to be members of the Foundation BoD is redundant and unnecessary. Foundation oversight is provided for by the two liaison positions established in paragraph 3 of the current bylaws. Given the important work being accomplished by the Foundation, the ever increasing number of programs being sponsored by the Foundation, and the limited number of board members available to manage the affairs of the foundation, the SCCA Foundation Board of Directors believes at this time, that the term limits requirements called out in Section 4 are detrimental to the foundations mission. There are currently provisions in the Bylaws via section 4 for the removal of a Board Member with or without cause. Therefore, the need for term limits is not necessary as a means of ensuring appropriate turnover of the Board members.

John Zuccarelli  
Chairman  
SCCA Foundation

## SOLO EVENTS BOARD

### SOLO EVENTS BOARD | November 28th

The Solo Events Board met by conference call October 24th. Attending were SEB members Brian Conners, Mike Brausen, Bob Davis, Zack Barnes, Keith Brown, Mark Scroggs, and Marshall Grice; Scott Dobler; Charlie Davis, and Chris Albin of the BOD; Doug Gill of the National Staff. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is **1/1/2020**.

Comments regarding items published herein should be directed via the website [www.soloeventsboard.com](http://www.soloeventsboard.com)

### **Recommended Items**

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Solo Events Board. Member input is suggested and encouraged. Please send your comments via the form at [www.soloeventsboard.com](http://www.soloeventsboard.com).

#### **General**

##### **#25845 Updated Category Preambles**

In response to input, the SEB has revised the Category Preambles to read as shown below and is recommending them to the BOD:

##### ***Street***

##### **Category Objective**

This category should provide the lowest barrier of entry and appeal to the largest segment of potential and existing members.

##### **Category Values**

Preparation allowances with a minimal impact on daily public highway use of the vehicle.

##### **Core Modifications**

Primary allowances permit changes to shocks, anti-roll bars, tires

##### **Classes**

**Sports cars and other high performance vehicles classed by performance potential**

**SSR**

**Super Street**

**A Street**

**B Street**

**C Street**

**E Street** – Very affordable older sports cars with an emphasis on low cost entry and acceptable availability. Class stability is a priority.

**Sedans and Coupes classed by performance potential**

**D Street**

**G Street**

**H Street**

**F Street** – Heavy high horsepower RWD vehicles in the spirit of “V8 Pony Cars”.

##### ***Street Touring***

##### **Category Objective**

Street Touring allowances and modifications build upon existing Street category allowances. Competitors in this class are looking to add performance to a select group of vehicles based on performance potential.

### **Category Values**

Vehicle modifications should not prevent daily use on public roads; “Daily use” is a subjective criteria; Competitors will interpret this differently; “Street legal” is a category goal. Some states may require more stringent requirements. It is not the intention of “street legality” to be an absolute. Drivetrain configuration variances are balanced through limited slip differential and wheel/tire allowances.

Performance Improvements Through “Bolt-On” Modifications

Modifications should not require cutting, drilling, or permanent alterations to body panels

Modifications that enhance the performance for Solo and street driving

Suspension

Differentials

Bolt-On Engine Parts

Aftermarket/Larger Brake Kits

Wheels/Tire Upgrades

Vehicle Safety Systems

ABS may be electronically disabled, but otherwise must remain unaltered

Required Diagnostic Systems

OBDII systems should remain functional

Retention of specific emissions systems

Engine Tuning

### **Classes**

**Street Touring Sport (STS):** Naturally Aspirated Front-Wheel Drive sedans and coupes, and similar performance light/older RWD and AWD cars. Emphasis on momentum and handling over power.

**Street Touring Roadster (STR):** Low to medium HP Rear-Wheel Drive roadsters and coupes. Generally sports car based chassis.

**Street Touring Xtreme (STX):** Medium HP coupes and sedans. Primarily RWD with some performance matching AWD

**Street Touring Ultra (STU):** Higher power and performance sports cars and coupes, along with similarly high performance AWD sedans.

**STH:** Turbo hatchbacks and sedans

## ***Street Prepared***

### **Category Objective**

Street Prepared builds on the Street allowances to provide opportunities for vehicles with more extensive modifications that may not be suitable for public highway use.

### **Category Values**

Provide a level of modification which encompasses lower-prep category allowances plus a moderate level of fabrication and a greater range of bolt-on alternatives.

### **Core Modifications**

DOT R-compound tires

Permanent alteration to the body, such as modification of fenders via cutting and/or flaring for tire clearance

Drilling trunks/hatches for spoiler mounting  
Front splitters and rear spoilers  
Update/Backdate allowances to interchange of parts among selected models  
Engine tuning with stock internals  
Aftermarket ECU's  
Unrestricted Induction  
Emissions system removal  
Unrestricted exhaust systems  
Weight reduction (A/C removal, steering wheel airbag removal, etc)  
Suspension Updates

### **Classes**

**Super Street Prepared (SSP):** High Performance sports cars.

**A Street Prepared (ASP):** AWD turbo sedans and medium performance coupes and sports cars

**B Street Prepared (BSP):** Medium performance 2 seater and 2+2 sports cars?

**C Street Prepared (CSP):** Lower powered 2 seat sports cars and FWD cars

**D Street Prepared (DSP):** Heavier RWD sports sedans/coupes and FWD cars

**E Street Prepared (ESP):** Muscle cars and foreign grand touring cars.

**F Street Prepared (FSP):** FWD cars with some lower power RWD and AWD cars

### ***Street Modified***

#### **Category Objective**

Street Modified allows competitors to modify vehicles using advanced fabrication and tuning with specific limitations. Street Modified provides the allowances of the lower-prep categories with the addition of major modifications to the drivetrain, suspension, and body as well as sophisticated aerodynamic components.

#### **Category Values**

Freedom to improve vehicles using a variety of methods including suspension geometry changes, extensive powertrain conversions and/or modifications.

#### **Core Modifications**

Powertrain swaps

Open Engine Tuning

Open Driver aid tuning (Traction control, ABS, Stability, Differential, etc)

Minimum weights based on displacement

Limited Interior removal

SRS system removal

Modifications may require cutting, drilling, or permanent alteration to the body, such as cutting fenders for tire clearance, and drilling trucks/hatches for spoiler/wing mounting

DOT R-compound tires

Front splitters and rear wings

Custom suspension components

Weight reduction (A/C removal, steering wheel airbag removal, lightweight body panels, etc)

### **Classes**

**Super Street Modified (SSM):** 2 seat vehicles, FWD, RWD, and AWD



**Street Modified (SM):** 4 seat vehicles, FWD, RWD and AWD

**Street Modified FWD (SMF):** FWD vehicles only

## ***Prepared***

### **Category Objective**

Competitors in this category are permitted broad modifications and fabrication opportunities in suspension, drivetrain, and engine with no expectation of public highway use.

### **Category Values**

Development levels for purpose-built competition vehicles based on production cars, including true racing slicks, weight reduction, and extensive modifications to chassis and powertrain.

### **Core Modifications**

Non-DOT racing tires

Displacement-based minimum weight formulas

Purpose built competition vehicles based production chassis or other racing chassis

Performance through extensive modification and custom fabrication

Extensive chassis modification including:

Interior removal and replacement of body panels, doors, and windows

Body panel modification for large tire fitment and suspension travel

Custom suspension fabrication

Relocation of components for optimizing weight distribution

Engine and drivetrain allowances including:

Extensive internal engine modifications

Open transmission and differential allowances

Restricted aerodynamic aids

### **Classes**

**X Prepared:** Open class for sports cars and sedans with additional allowances for engine swaps and increased aerodynamic modifications beyond the rest of the category.

**C Prepared:** American muscle cars.

**D Prepared:** Lightweight 4 cylinder RWD sports cars and coupes.

**E Prepared:** FWD cars naturally aspirated

**F Prepared:** High performance sports cars and sedans.

## ***Modified***

### **Category Objectives**

Provide a competitive outlet for the highest level of allowed modifications.

Accommodate competitors with purpose built competition vehicles, with allowances for a wide variety of designs and origins.

### **Category Values**

Maximum speed and handling for given car parameters

Rules stability to protect member investment and encourage commitment

Highest levels of drivetrain and suspension development (varies among the individual classes)

Custom design and fabrication

Maximum tire adhesion with minimum constraint (varies among the individual classes)

## Core Modifications

Chassis and suspension customization

Unconstrained automotive-based powertrain (varies among the individual classes)

Minimum weights generally based on displacement

## Classes

**AM** – Least restricted class with significant aero allowances and unlimited drivetrain.

**BM** – GCR-based formula cars and sports racers with a high power/weight and aero allowances.

**CM** – GCR-based formula cars and sports racers with medium power/weight and restricted aero allowances.

**DM** – Highly modified very lightweight production-based or approved kit cars with a maximum equivalent displacement of 2 liters and lower weights than EM.

**EM** – Highly modified lightweight production-based or approved kit cars with no limit on displacement and higher weights than DM.

**FM** – Small, very agile, GCR-based formula cars.

## Kart Modified

### Category Objective

This category is an outlet for members interested in running karts at Autocross events.

### Category Values

Preparation allowances in line with national karting organizations, to allow easy migration between Solo and other karting events.

## Street Category

#23333 2011 Audi R8 V10 Spyder from SSP -> SS

The SAC recommends the following change to Appendix A:

Move *from exclusion list to SS*

Audi

*R8 (non-GT) (2008-2015)*

*R8 (non-Plus) (2016-2018)*

## Prepared Category

#22617 GCR to XP

The PAC and SEB recommend the following change to the rules covering GCR-legal vehicles in Solo:

In 17.11:

“A. *Vehicles competing in C Prepared class, should refer to section 17.11.B.*

Vehicles prepared in excess of Solo® allowances and prepared to either the current Club Racing GT or Production Category rules are permitted to compete in the *X Prepared class*. Tube-frame production cars and kit-cars specifically listed in Appendix A (i.e., Shelby Cobra) are subject to the requirements in the relevant Appendix. Tube-frame versions of Production Vehicles (e.g., a tube-frame *RX-7*) are considered in excess of the rules and must comply with the requirements in this Section. Section 17.8.B.5 minimum track requirements apply. Minimum weight will be *GCR Minimum* plus any Solo® weight additions (wheel size weight

increases, etc.). Vehicles taking advantage of this allowance may **only use** the Club Racing GCR (General Competition Rules) allowances in whole. Cars which are not listed in the GCR may not use this allowance and are limited to the modifications allowed in Section 17. For those cars which have been de-listed from the current year GCR, the appropriate specifications will be developed and added to Appendix A upon member request. An exception to the GCR will be that open cars are permitted provided they comply with all provisions of Section 17 pertaining specifically to open cars. The following items listed in the GCR, while recommended, are not required: Logbooks, annual inspections, roll cage, on-board fire systems, hand-held fire extinguisher, scatter shield/chain guards, master switch, steering wheel lock removal, window safety net, windshield safety clips and rear window safety straps, and braided steel brake lines. Single Inlet Restrictors (SIRs) are not required. Due to the extent of modifications permitted on GT-derived cars classed within the Prepared category, it is possible for a replica car to meet the legality requirements for the corresponding original model provided that the engine, track, and wheelbase remain within the allowed specifications. In such a case the replica is considered legal for Prepared, provided it correctly meets all of the applicable GCR specifications.

*B. C Prepared vehicles prepared in excess Solo® allowances and prepared up to either the current Club Racing GT or Production Category rules are permitted to compete in C Prepared. Tube-frame production cars and kit-cars specifically listed in Appendix A are subject to the requirements in the relevant Appendix. Tube-frame versions of Production Vehicles (i.e., a tube-frame Camaro) are considered in excess of the rules and must comply with the requirements in this Section. Section 17.8.B.5 minimum track requirements apply. Minimum weight will be 110% of the Solo® minimum weight from Appendix A plus any Solo® weight additions (wheel size weight increases, etc.). Vehicles taking advantage of this allowance may use the Solo® Rules or the Club Racing GCR (General Competition Rules) allowances in whole, in part, or in combination. Cars which are not listed in the GCR may not use this allowance and are limited to the modifications allowed in Section 17. For those cars which have been de-listed from the current year GCR, the appropriate specifications will be developed and added to Appendix A upon member request. An exception to the GCR will be that open cars are permitted provided they comply with all provisions of Section 17 pertaining specifically to open cars. The following items listed in the GCR, while recommended, are not required: Logbooks, annual inspections, roll cage, on-board fire systems, hand-held fire extinguisher, scattershield/chain guards, master switch, steering wheel lock removal, window safety net, windshield safety clips and rear window safety straps, and braided steel brake lines. Single Inlet Restrictors (SIRs) are not required. Due to the extent of modifications permitted on GT-derived cars classed within the Prepared category, it is possible for a replica car to meet the legality requirements for the corresponding original model provided that the engine, track, and wheelbase remain within the allowed specifications. In such a case the replica is considered legal for Prepared, provided it correctly meets all of the applicable GCR specifications. The 10% increase in minimum weight does apply to such cars."*

In Appendix A - (XP) Prepared:

"XP vehicles must conform to the rules in Section 17 except as noted herein. This class is for almost any production car using almost any automobile drivetrain. Any vehicle meeting the requirements of Section 17.A.2, listed in another Prepared class, specifically listed in CP, DP, EP, or FP ~~that is not required to run at Section 17.11.A specified weights~~ or listed at the end, is eligible for XP. ~~Section 17.11.A does not apply. "In-excess" cars per Section 17.11.A are not eligible for XP.~~

**8. Other**

~~Vehicles exceeding these rules and prepared to the Club Racing General Competition Rules (GCR) are not eligible for this class."~~

### **Modified Category**

#24101 Request for limits on anti-lag

The MAC and SEB recommend the following rule change proposal:

Add new subsection 18.0.E.6 as follows, and re-number subsequent subsections.

*"6. No fuel shall be added after the exhaust valve on a piston engine, or after the beginning of the exhaust port of a rotary engine."*

### **Member Advisories**

#### **Street Touring Category**

#25496 Amendment of Request #25438

Thank you for your input. The Street Touring rule set currently allows for alternate springs and shocks.

#### **Street Modified Category**

#25987 Committee Personnel

A vacancy is anticipated on the SMAC, and interested members are invited to submit their qualifications in writing to the SEB via [www.soloeventsboard.com](http://www.soloeventsboard.com)

#### **Prepared Category**

#25825 PAC Opening

The PAC currently has a vacancy. Members interested in serving on this committee, are invited to submit their qualifications in writing via [www.soloeventsboard.com](http://www.soloeventsboard.com). Although we encourage all interested parties to apply, the PAC is particularly interested in members with CP experience.

#25826 Committee Personnel

The SEB and PAC would like to thank Chris Raglin for his service to the PAC.

### **Change Proposals**

#### **Street Category**

#25535 Cobalt 2.4L classing

The SAC would like member feedback on the following classing change proposal:

Move *from GS to HS*

Chevrolet

*Cobalt (non-turbo)(2006-2009)*

#### **Street Touring Category**

#25473 1992-2005 Honda Civic Class Change

The STAC is seeking member feedback on moving the 6th and 7th gen Civics from STS to STX where they may take advantage of allowances for wider tires and aftermarket differentials. The 7th gen Civic Si is already classed in STX.

Modify listings in Appendix A as follows:

Street Touring Xtreme (STX)

Honda

Civic Si (~~2002~~ 1999-15)  
Civic (1996-05)  
Street Touring Sport (STS)  
Honda  
~~Civic (non-Si) (2001-05)~~  
Civic (1984-~~2000~~-1995)

### Street Prepared Category

#25246 15.10.O Clutch Hydraulics

The SPAC is looking for member feedback on the following rule change proposal:

15.10.O.

Any metal clutch assembly, metal flywheel, or metal torque converter that uses the standard attachment to the crankshaft may be used. Non-metallic friction surfaces (e.g., clutch disks) are permitted. Dowel pins may be added. Any hydraulic clutch line may be used. Replacement or substitution of the clutch slave cylinder *and clutch master cylinder* is permitted.

### Prepared Category

#24975 Clarify NOC listings

The PAC would like member feedback regarding the following proposed changes to Appendix A. The changes are intended to prevent vehicles from automatically entering the class that may cause a competitive imbalance.

In Appendix A, D-Prepared:

Alfa Romeo:

Sedan or sports car (~~NA~~, RWD, NOC,)

BMW:

Sedan (~~NA~~, RWD, NOC)

Volvo:

Sedans (~~NA~~, RWD, NOC)

In Appendix A, E-Prepared:

Toyota

Sedans (~~non-turbo~~ ~~NA~~, FWD, NOC)

Subaru

Sedan (~~non-turbo~~ ~~NA~~, FWD, NOC)

### Other Items Reviewed

#### General

#25225, 25227, 25277 Junior Karts at Nationals (various)

Thank you for your input. The SEB, Staff, and Nationals Chairs are looking at various possible ways to increase the administrative efficiency of the event.

#25226 Nationals Registration entry limits

Thank you for your input. The SEB, Staff, and Nationals Chairs are looking at various possible ways to increase the administrative efficiency of the event.

#25233, 25273 2018 Nationals Feedback, Comments (various)

Thank you for your input. The SEB, Staff, and Nationals Chairs are looking at various possible ways to increase the administrative efficiency of the event.

#25287 SCCA growing participation numbers at Nationals and Safety

Thank you for your input. The SEB, Staff, and Nationals Chairs are looking at various possible ways to increase the administrative efficiency of the event.

### **Street Category**

#25295 Electronic shocks and the basic tenets of Street

Thank you for your input.

#25298 Replacing Electronic Shocks in Street Keep Pan

Thank you for your input.

#25534 BS-DS moves 2019

Thank you for your input. Please see response to 22282 in the October Fastrack.

#25538 Request to class the 2019 Camaros

The 2019 cars will be added to the 2019 Solo rule book.

#25573 E92 M3 Stability

Thank you for your input.

#25610 Input on #23593, 981 Cayman/Boxster S/GTS

Thank you for your input; please refer to item 23593 in the November Fastrack

#25625 Adaptive shocks / Pandora's box

Thank you for your input

#25652 Letter 25206

The 2019 Solo rulebook will be updated to include all model year 2019 cars.

### **Street Touring Category**

#25468 Replace STP with another class

Thank you for your input.

### **Street Prepared Category**

#25364 Approval for Toyota FT86 and Subaru BRZ

Thank you for your input.

### **Prepared Category**

#25107 Proposal #20239

The PAC thanks the member for their input regarding the proposal.

#25612, 25727 Proposed engine swaps in Prepared

Thank you for your input. The PAC has noted that the recommended engine swap allowance has generated a great deal of positive member excitement.

### **Modified Category**

#22460 Minimum weight

Thank you for your comments and suggestions; the MAC and SEB have discussed this topic at some length. The SEB considers it appropriate for the Protest Committee to deal with each situation as it believes necessary, including consideration of aspects



such as scale calibration, margin to the minimum weight, and other circumstances as may apply.

#24770, 24772, 24776 Weighing Cars at Nationals (various)

Thank you for your input. The SEB is examining alternatives for improving the process of weighing cars in the Modified category.

## **Not Recommended**

### **Street Category**

#25296 Clarification request on Sunset rule and Celica GT classing

Thank you for your input. The SAC believes there are currently several affordable, competitive options in HS.

#25297 Fiesta ST ineligible for Street due to rollover risk

Thank you for your input.

#25498 Mazda RX-8 move from CS to DS

Thank you for your input. Please see the response to 22282 in the October Fastrack. The SAC believes the RX-8 is appropriately classed.

#25560 17-fastrack-December BS to DS classing question

Thank you for your input. Please see the response to 22282 in the October Fastrack. The 2018 Focus with the front diff was intentionally excluded from the move.

#25589 23593 Moving Porsche Cayman S & GTS

Thank you for your input. The SAC considers many factors besides performance when classing cars.

#25593 Honda S2000 CR Proposed Class Change - 25236

Thank you for your input, the SAC feels the S2000 CR is appropriately classed. The SAC believes that out of production cars with low production volume should not normally be placed into competitive situations. The SAC has been consistent with this policy with other similar packages such as the MX-5 MSR, Solstice ZOK, etc.

#25594 new econ car class

Thank you for your input. The SAC believes that there is not strong membership interest in a class at sub HS speeds.

#25598 Porsche Cayman (non-s), 2 liter 4cylinder from AS to BS

Thank you for your input. The SAC will continue to monitor the performance of the 718 chassis.

#25613 2004 Porsche 996 GT3 move from SS to AS

Thank you for your input. The SAC believes the 996 GT3 is appropriately classed.

#25630 +0.5

Thank you for your input. The SAC believes current wheel rules are adequate and additional width is not in the spirit of the category.

#25651 Move 13-16 Scion FRS (Non-TRD) from DS to GS

Thank you for your input. The SAC believes the FRS and BRZ are appropriately classed.

#25697 Stop the RE71R domination

Thank you for your input. The SAC believes the tire rules are adequate as written.



## **Street Touring Category**

#25499 ND2 2020 ST Class Evaluation

Thank you for your input. The STAC does not support update/backdate engine swaps in the Street Touring category.

#25525 Classification request: C4 Corvette (1996, LT-4 engine) in STU

Thank you for your input. The STAC does not believe that the LT4 powered Corvette is appropriate for STU.

#25581 Move 1999-2015 Miata from STR to STX

Thank you for your input. The STAC does not believe that the NB and NC Miatas are appropriate for STX.

## **Street Prepared Category**

#25286 Move the ND to CSP

Thank you for your input. The SPAC is closely watching the competitive balance in BSP and will continue to observe over the next season.

## **Modified Category**

#24894 Tire options

Thank you for your input. After gathering technical data and looking at event results, the MAC does not feel the Hoosier 16" LC0 merits exclusion from FM at this time.

## **Handled Elsewhere**

### **General**

#25194, 25238, 25269 Nationals Course Design Confidentiality (various)

Please see the response to 25196 et.al. in the December Fastrack.

#25315 Ladies class v club

Please see the response to item #24941 in the December Fastrack.

### **Street Category**

#23211 #20102 Replacing Electronic Shocks

Per the SAC this is addressed by the revised shock absorber rule change proposal.

#25569 Please class the Hyundai Veloster N for 2019

Please see the response to 25470.

#25590 23593 Moving Porsche Cayman S & GTS

Please see the response to 25589.

#25591 Super-Ponies From AS to BS

Please see the response to 22582.

#25592 Super-Ponies From AS to BS

Please see the response to 22582.

#25605 November Fastrack #22882 - Class 2018 Focus RS

Please see the response to 25560.

#25616 reclassing changes to AS

Please see the response to 22582.

#25622 Support moving Mustang Shelby GT350 and Camaro SS 1LE to B-Street

Please see the response to 22582.

#25627 Please reclass my car.

Please see the response to 25613.

#25656 GT86 Twins to GS

Please see the response to 25651.

#25698 Tire Selection Criteria (Section 13.3)

Please see the response to 25697.

#25699 Relax tire constraint

Please see the response to 25697.

#25700 Regarding moving AWD turbo vehicles into DS

Please see the response to 25534.

### **Street Prepared Category**

#25200, 25211, 25212 Street Prepared #23979 Equal rights for Superchargers and Turbos (various)

Thank you for your input. Please see the response to letter #23979 in the November Fastrack.

### **Tech Bulletins**

#### **Street Category**

#25718 2016 BMW M4 GTS

Per the SAC, add the following listing to Appendix A:

SS

BMW

*M4 GTS*

#25542 Classing of 2018 STI RA and Series Grey

The SAC will continue to separate out limited edition cars.

Per the SAC, add the following listing to Appendix A:

BS

Subaru

*WRX STi Type RA (2018)*

#25733 Class Tesla Model 3 AWD Performance

Per the SAC, add the following listing to Appendix A:

BS

Tesla

*Model 3 (AWD Performance)(2018)*

#25470 Veloster classing

Per the SAC, add the following listings to Appendix A:

DS

Hyundai

*Veloster N (inc Performance Pack)(2019)*

GS

Hyundai

*Veloster (Turbo)(2019)*

Per the SAC, update the HS listing in Appendix A as follows:

HS

Hyundai

Veloster (non-turbo)(2012-17, *2019*)

(Note: there was no 2018 model year for this car.)

#25694 Please class the 2019 STI into DS with the rest of the rally cars

Per the SAC, please add the following listing to class BS in Appendix A:

Subaru

*WRX STi (2019)*

### **Street Prepared Category**

#24846 Chevy Sonic to FSP

Per the SPAC, add the following vehicle to class FSP in Appendix A:

Chevrolet

*Sonic (2012-2018)*

#25291 Update listing for R8 and Huracan for latest model years.

Per the SPAC, update the following listings in Appendix A as shown:

SSP

Audi

R8(except GT) (2008-*2019*)

Lamborghini

Huracan (all) (2014-*2019*)

#25326 Lotus Evora 400

Per the SPAC, make the following addition in Appendix A:

SSP

Lotus

*Evora 400*

#25580 BMW M2 (except performance addition ZL9) (2016-18) SP

Per the SPAC, make the following addition to Appendix A:

ASP

BMW

*M2 (non-ZL9)*

## **CLUB RACING BOARD**

### **CLUB RACING BOARD MINUTES | December 7, 2018**

The Club Racing Board met face to face on December 7, 2018. Participating were Jim Wheeler, Chairman; David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Tim Myers, Steve Strickland, Tony Ave, and Pam Richardson, secretary. Also participating were: Marcus Meredith, BoD liaisons; Deanna Flanagan, Director, Road Racing; Eric Prill, Chief Operations Officer, Rick Harris, Road Racing Technical Manager and Scott Schmidt, Road Racing Technical Assistant. The following decisions were made:

#### **Member Advisory**

None.

#### **No Action Required**

##### **GCR**

1. #25659 (Raymond Blethen IV) Intention of Rules

Thank you for your inquiry. Please see the December Fastrack Court of Appeals findings on the Runoffs T4 compliance issue.

2. #25720 (Mark Smith) Request to Clarify

Thank you for your request. The current language is adequate as written.

##### **GT1**

1. #25824 (Jason Morris) Request to Clarify Audi R8 Lifespan

Thank you for your request. There is no sunset date as long as someone continues to race that car.

##### **IT General**

1. #25661 (Raymond Blethen IV) Street Tire Rules in Rain Races

Thank you for your insights.

##### **Strategic**

1. #25372 (Michael Langlinais) Future of Club Racing

Thank you for your letter. SCCA acknowledges challenges in the changing marketplace and is developing ways to uniquely capture the new motorsports enthusiast while respecting the heritage and continued successes of its road racing program.

2. #25644 (Andrew Wickline) Request Survey for Change of Runoffs Schedule for 2019

Thank you for your letter. Staff is working on a driver survey to be sent in December to collect feedback on a number of subjects.

##### **T2**

1. #25960 (Matt Jensen) Request for BMW E9X Race Toe Link Option on E92 BMW

Thank you for your request. Adjustable toe links are already permitted. Refer to section 5. Suspension.

##### **T2-T4**

1. #25655 (Scotty B White) Reasons to Balance BOP to the Front of the Existing Grid

Thank you for your informative letter, it was taken under consideration and generated good discussions within the committee.

##### **T4**

1. #25923 (DAVID MEAD) Addendum to Letter 25922 RX8 Classification/Weight

Thank you for your letter. Please see the response to letter #25922.

#### **Not Recommended**

AS

1. #25669 (Drew Cattell) Review data - Allow Aluminum Flywheel - RP CTS-V  
Thank you for your request. Data indicates this car is competitive as classified.
2. #25670 (Drew Cattell) Request to Allow Lexan Front Windshield - RP CTS-V  
Thank you for your request. Most, if not all, AS cars are front heavy and produce similar percentages as the Cadillac. The Club Racing Board has no current plans to enable Lexan windshields for all, or for a single car.
3. #25671 (Drew Cattell) Review data - Allow Cold Air Intake - RP CTS-V LS2 and LS6  
Thank you for your request. Data indicates this car is competitive as classed.
4. #25672 (Drew Cattell) Review data - Allow Aftermarket Cam for RP CTS-V  
Thank you for your request. Data indicates this car is competitive as classed.
5. #25691 (David Mead) Request to Allow Solid Axle Cars to Replace OEM Rear Control Arms  
Thank you for your request. OEM rear control arms and their OEM stock mounting locations have been requirements since the inception of the class. The CRB has no plans to change this.

### **B-Spec**

1. #24108 (Joseph Gersch) Request Weight Reduction for Mazda 2  
Thank you for your request. The CRB Committee does not recommend this change at this time.
2. #24200 (Kyle Keenan) Request to Allow Aftermarket Radiators  
Thank you for your request. The CRB does not recommended at this time.
3. #25604 (G. Brian Metcalf) Update to Letter 25571 As Per B-Spec Advisory Committee Request  
Thank you for your letter. Please see the response to letter #25708.
4. #25708 (Kent Carter) Request Adjustments to Rules for 2019  
Thank you for your request. The CRB does not recommend items 1, 2, and 3. Your question about the catalytic converter has been taken care of in letter #26022.

### **F**

1. #25654 (Paul Ravaris) Pro Formula Mazda Run Group  
Thank you for your letter. The CRB does not recommend this change.

### **FA**

1. #25805 (Matthew Gendron) Request for 6 Speed Transmission  
Thank you for your letter. The CRB does not recommend this change.

### **FF**

1. #25737 (Henry Elizalde) Request Approval of New Piston for Ford Kent Engine-Std. Bore  
Thank you for your letter. The CRB does not recommend this change.

### **FV**

1. #25561 (Stevan Davis) FV Spec Tire Requirement Date  
Thank you for your letter. After consultation with the FV Ad Hoc committee and the FSRAC, the CRB does not recommend this change.

### **P1**

1. #24959 (Jonothan Benefield) Request New Engine Supplier for P1 and P2  
Thank you for your letter. The CRB does not recommend this change. Please see the response to letters #25949 and 25950, Technical Bulletin.

2. #25759 (Jim Downing) Request for Competition Adjustment to Help P1/P2 Participation  
Thank you for your letter. The CRB does not recommend this change.

## **P2**

1. #25257 (Armen Megregian) Restrictor Size for Honda K20 Powered CN Cars in P2  
Thank you for your letter. The CRB does not recommend this change. Please see the responses to letters #25777 and #25816, Technical Bulletin.

## **GCR**

1. #25490 (Charles Tanck) Request GCR 9.3.28 Identifications and Markings  
Thank you for your request. The classes identified all have a single weight for all cars in the class. Creating your requested list will increase the redundancy in the GCR we are trying to reduce.

2. #25514 (Raymond Blethen IV) Request to Add Victory Laps  
Thank you for your request. Regions are encouraged to offer victory laps in their schedule now. Mandating Victory Laps for groups that have many individual classes in each group will take away from other groups racing time and cause schedules to run long triggering overtime costs for some regions.

3. #25517 (Chris Current) Request to Make Start Procedures in GCR Match Trans Am  
Thank you for your request. There is no need if the current start rules are followed by competitors. Additionally, in multi-class groups your proposal will not work as it prevents position changes on the start for different class cars.

## **GT General**

1. #25958 (Matt Jensen) Request to Classify Mercedes Benz AMG in GT3  
Thank you for your letter. The CRB does not plan to classify this car in GT3. It is currently classified in GTX.

## **GT1**

1. #25853 (Brian Haupt) Request to Run Late Model Body  
Thank you for your request. This does not conform to rules regarding the profile of the body as allowed in the GTCS.

## **GT2**

1. #24784 (Mike McAleenan) Request Comp. Adj.- BMW E6/46 Weight Reduction for 4.0&4.4L s65  
Thank you for your letter. The CRB does not recommend this change as it is competitive as classed.

2. #24785 (Mike McAleenan) Request GT2/ST Wheel Size Use - STO Rules?  
Thank you for your input. The CRB does not recommend this change.

3. #25667 (Craig Anderson) Request to Separate Generations of GT2/ST Corvette  
Thank you for your request. GT2/ST is a class that allows engines to be raced in a chassis that they may not have been available in from OEM.

4. #25956 (Matt Jensen) Request to Add Porsche 991.1 GT3 Cup TA3 Ruleset to GT2  
Thank you for your letter. The car is competitive as classified.

## **GT3**

1. #26028 (Armen Megregian) Request for RX7 Turbo/Follow up to letter #25695  
Thank you for your request. The 13B rotary has a displacement of 2.6l and is beyond the 2.0l limit for turbo consideration for a GT3 engine.

## **GTL**

1. #25550 (Joe Harlan) Qualifying Tires At Runoffs

Thank you for your letter. There is too much a variance in track temperatures and track conditions to add this type of restraint on tire choice.

2. #25582 (Scott Schick) Request for Classification of Mazda MZR 2.0L in GTL

Thank you for your request. Engine displacement is too large for GTL.

3. #26020 (Club Racing Board) Not Recommended Portion of Letter #25754

The below items are not recommended.

Request: FWD can use any type of rear suspension. The CRB does not recommend this change.

Request: Allow for the reduction of the height of the upper leading edge of the roof to bring the body more into line with current GT vehicle body work and help increase straight line speed. The CRB does not recommend, since ALL cars must meet the factory silhouette as described in the GT rule set (GTCS).

Request: Allow for engine updates that include a modern twin cam head such as KAD, Specialty Components or BMW. The CRB does not recommend this change. These cylinder heads have no corporate association to the BMC "A" series engine. It is known that BMW purchased ROVER and produces the BMW MINI but this corporate tie for using a BMW Motorcycle cylinder head is torturous.

## **STU**

1. #25725 (Jim Drago) Request to Allow Alternate Turbos

Thank you for your letter. Please select a turbo from the approved list.

2. #25744 (Angelica Sprehe) Turbo Inlet Restrictor Option

Thank you for your request. All turbo cars in STU have a weight based on the inlet size of their turbo. If you would like to run without a TIR, your turbo inlet diameter must be equivalent to a size on the chart. The vehicle base weight would then be the chart weight. Otherwise you must choose a restrictor size from the chart.

## **T1**

1. #24917 (Joel Baez) Request to Include Audi TT 1998 - 2006 in T1

The CRB does not recommend this at this time. You are encouraged to select a specific turbo and re-submit if your intent is to build. The CRB cannot select a turbo for you.

2. #25484 (Chad Gilsinger) Request to Re-Consider Classifying the 2017 Acura NSX in T1

Thank you for your request. The cost and potential of this car is beyond the Touring 1 philosophy. The CRB recommends you request adjustments for your GT2 car.

3. #25575 (Michael Pettiford) C6 Corvette GS & Z06 Need Less Restriction

Thank you for your letter. Data shows the car to be competitive. Data also suggests the Corvette OEM aero works well.

4. #25717 (Adrian Wlostowski) Request - Classify Ford Performance 5.2L

Thank you for your request. This motor has too much potential for T1 and is not in line with the T1 philosophy or where T1 is going to progress. The motor may be considered in the future for GT classes.

5. #25784 (David Mead) Request to Add 1995 Merkur Xr4Ti Chassis to 2.3GTDI Spec Line

Thank you for your request. The CRB does not recommend this at this time.

6. #25839 (Shad Huntley) Request to Condense Acura NSX Spec Lines

Thank you for your letter. The CRB does not recommend this. Please see the response to



letter #25687, Technical Bulletin.

## **T2**

1. #25793 (William Moore) Request to Change Camaro to 80mm Restrictor  
Thank you for your request. Other changes have been made for T2. This vehicle currently has competitive power potential.

## **T2-T4**

1. #25007 (Luis Rivera) Request for Remote Oil Lubrication Reservoir for Rotary Engines  
Thank you for your letter. The CRB does not recommend this at this time.

2. #25647 (Scotty B White) Ford Mustang Brake Penalty  
Thank you for your letter. The CRB does not recommend this. There has been continuity for T1 and T2 for +100lbs additional weight for 380mm brake package upgrades.

## **T3**

1. #25646 (Scotty B White) V8 Mustang Conversion  
Thank you for your letter. The CRB does not recommend this. These 2 models are on separate spec lines by design. Competitors are reminded they may not update and backdate across spec lines. If a competitor changes from a V6 model to a V8 model, 100 percent of everything on the vehicle must be converted to the spec line model and be compliant with GCR spec line, the manufacture manual and specifications.

2. #25835 (David Mead) Request to Allow T3 05-10 Mustang GT to Alter Spring Rate.  
Thank you for your request. The CRB does not recommend this at this time.

3. #25849 (Rob Hines) Nissan 350Z HR & DE Engine Parity  
Thank you for your letter. The CRB does not recommend this. Multiple recent changes have been made in T3 class. Please bring the car out with recent changes applied so we can monitor the performance and collect data.

4.. #25928 (David Muramoto) Request for 275 Tire on Nissan 350Z and 370Z  
Thank you for your request. The CRB does not recommend this at this time. Recent changes have been made to T3 including weight reductions to both of these models.

## **T4**

1. #25355 (Brian Ward) Request to Classify 1994 Miata  
Thank you for your letter. The CRB does not recommend this. The car is classified in several other classes.

2. #25367 (Joshua Holsworth) Request to Remove OBD2 Requirement for NB Miata ECU  
Thank you for your request. This is against Touring class philosophy.

3. #25526 (Christopher Childs) Request Exhaust Header for 99-05 Miata  
Thank you for your request. The CRB does not recommend this at this time.

4. #25620 (Ralph Provitz) Request Shocks for 99-00 Miata  
Thank you for your request. The CRB does not recommend this at this time.

5. #25922 (David Mead) Request to Classify Base Model 04-08 RX8 With Base Model Brakes  
Thank you for your request. The CRB does not recommend this. The base model is already classed on the spec line and it is not recommended to break it out as a separate spec line.

## **Recommended Items**

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

rules. Member input is suggested and encouraged. Please send your comments via the form at [www.clubracingboard.com](http://www.clubracingboard.com).

## AS

1. #25673 (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 (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/Pontiac Camaro and Firebird (93-97) and (98-02) Restricted Prep. Cars: *May use 9.1.6.D.1.I.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.I.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.I.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.I.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.I.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.I.1. Flywheel/Clutch and 9.1.6.D.3.a.1.*

## FB

1. #25823 (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
<i>Formula 1000</i>	<i>Motorcycle-based 4-cycle up to 1000cc</i>	<i>See notes</i>	<i>See notes</i>	<i>See notes</i>	<i>See notes</i>	<i>Car must comply with current Formula 1000 (FB) Preparation Rules, except that throttle bodies and ECUs are unrestricted</i>

## FST

1. #25624 (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 manufacturer 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.~~

~~32. Option 32.~~ *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.

~~43.~~ 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.*

~~34.~~ 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 (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 (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 (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 (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 (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 (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 (Touring Committee) T1 Spec Line Updates

Effective 1/1/19, remove 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 (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 (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 (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 (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 (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 (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 (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 (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 (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 (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 (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 (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 (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."***

### **Taken Care Of** **AS**

1. #25360 (Brian Himes) Response to WDYT #25256, Not in Favor

Thank you for your feedback. Please see the response to letter #25256.

2. #25365 (Michael Langlinais) Response to "What Do You Think", Letter #25256

Thank you for your feedback. Please see the response to letter #25256.

3. #25370 (Ted Warning) #25256 (Club Racing Board) The Future of AS

Thank you for your feedback. Please see the response to letter #25256.

4. #25401 (Daniel Richardson) Answers to WDYT in Fastrack October

Thank you for your feedback. Please see the response to letter #25256.

5. #25421 (Nathan Hamlich) What Do You Think AS 1. #25256 (Club Racing Board)

Thank you for your feedback. Please see the response to letter #25256.

6. #25423 (Jason Smith) Response to 25249 / 24929 / 24930

Thank you for your feedback. Per the instruction of the Board of Directors in their December 2018 meeting, these letters have been returned to the ASAC for review in 2019.

7. #25424 (Jason Smith) Response to Oct 2018 YDYT

Thank you for your feedback. Please see the response to letter #25256.

8. #25427 (Matt Regan) Requested Feedback to Letter #25256

Thank you for your feedback. Please see the response to letter #25256.

9. #25437 (Andy McDermid) Response to WDYT

Thank you for your feedback. Please see the response to letter #25256.

10. #25440 (Timothy White) Response to WDYT #25256  
Thank you for your feedback. Please see the response to letter #25256.
11. #25459 (Allison Palitz) Comment on Letter 25256  
Thank you for your feedback. Please see the response to letter #25256.
12. #25463 (Edward Hosni) Answers to WDYT Letter #25256  
Thank you for your feedback. Please see the response to letter #25256.
13. #25492 (Philip Smith) WDYT Input  
Thank you for your feedback. Please see the response to letter #25256.
14. #25521 (Brian Himes) Opposes WDYT #25256  
Thank you for your feedback. Please see the response to letter #25256.
15. #25626 (John Grembowski) Answers to WDYT Letter #25256  
Thank you for your feedback. Please see the response to letter #25256.
16. #25629 (Chris Majba) RE: #25256 The Future of AS  
Thank you for your feedback. Please see the response to letter #25256.
17. #25643 (Andrew Wickline) Thoughts on 25256 Letter  
Thank you for your feedback. Please see the response to letter #25256.
18. #25648 (Jay Pistana) Response to #25256 The Future of AS  
Thank you for your feedback. Please see the response to letter #25256.
19. #25675 (Matt Regan) Opposes Gear Ratio Proposals  
Thank you for your feedback. Per the instruction of the Board of Directors in their December 2018 meeting, these letters have been returned to the ASAC for review in 2019.
20. #25678 (Drew Cattell) Response to #25256: Should AS Full Prep Go to a Larger Wheel?  
Thank you for your feedback. Please see the response to letter #25256.
21. #25679 (Drew Cattell) Response to #25256: Should AS Full Prep Go to Larger Brakes  
Thank you for your feedback. Please see the response to letter #25256.
22. #25712 (Drew Cattell) Response to #25256: Should AS Have a Spec Tire to Lower Costs?  
Thank you for your feedback. Please see the response to letter #25256.
23. #25713 (Drew Cattell) Response to #25256 - T2 cars in AS - Yes, No Rule Change  
Thank you for your feedback. Please see the response to letter #25256.
24. #25714 (Drew Cattell) Response to #25256: Should AS Allow Aero Devices - NO  
Thank you for your feedback. Please see the response to letter #25256.
25. #25715 (Drew Cattell) Response to #25256: Why I Don't Race More - Cost & Prep Time  
Thank you for your feedback. Please see the response to letter #25256.
26. #25743 (Drew Cattell) Opposed to More Open Transmission Rules  
Thank you for your feedback. Per the instruction of the Board of Directors in their December 2018 meeting, these letters have been returned to the ASAC for review in 2019.
27. #25882 (Matthew Long) Response to WDYT Letter #25256  
Thank you for your letter. Please see the response to letter #25256.

28. #25883 (Matthew Long) Response to Letters #25249 and #25274  
Thank you for your feedback. Per the instruction of the Board of Directors in their December 2018 meeting, these letters have been returned to the ASAC for review in 2019.

### **B-Spec**

1. #25571 (G. Brian Metcalf) Request for Affordable Manifold/Catalytic Converter Option  
Thank you for your request. Please see the response to letter #25708.

### **FF**

1. #25872 (Mark Mervich) Support for Pistons and Request for Valves  
Thank you for your letter. Please see the response to letter #25737. If you have a proposal regarding alternate valves for the Kent engine, please submit a request and the CRB will consider it.

### **FB**

1. #25981 (Jerry Hodges) Throttle Bodies and ECU Must Match Make and Year of Engine  
Thank you for your letter. Please see the response to letter #25611, Technical Bulletin.

2. #25982 (Joel Haas) Request to Address Frankenstein Engines in FB  
Thank you for your letter. Please see the response to letter #25611, Technical Bulletin.

3. #26009 (Dustin Hodges) Support for Letter #25981 - Throttle Body Must Match Engine  
Thank you for your letter. Please see the response to letter #25611, Technical Bulletin.

4. #26012 (Robert Harris) Support for Letter #25981  
Thank you for your letter. Please see the response to letter #25611, Technical Bulletin.

5. #26044 (Thomas Copeland) Support for Letter #25981  
Thank you for your letter. Please see the response to letter #25611, Technical Bulletin.

6. #26048 (Jeremy Hill) Request to Clarify Throttle Bodies and ECU  
Thank you for your letter. Please see the response to letter #25611, Technical Bulletin.

### **P1**

1. #25578 (Jim Devenport) FIA Certificate for Honda K20  
Thank you for your letter. The CRB does not recommend this change. Please see the response to letter 25949, Technical Bulletin.

### **P2**

1. #25404 (Armen Megregian) Follow Up to 25257, Restrictor Size for P2 Honda K20  
Thank you for your letter. Please see the responses to letter #25257, and letters #25777 and #25816, Technical Bulletin.

2. #25566 (Armen Megregian) Request to Rescind the 55mm Restrictor Requirement  
Thank you for your letter. Please see the responses to letter #25257, and letters #25777 and #25816, Technical Bulletin.

3. #25701 (Bill Crowley) Request To Rescind 55mm Flat Plate Restrictor for FIA CN cars  
Thank you for your letter. Please see the responses to letter #25257, and letters #25777 and #25816, Technical Bulletin.

4. #25918 (George Dean) Request for Larger Displacement Engines in Spec Line Cars  
Thank you for your letter. Please see the response to letter #25595, Technical Bulletin.

5. #25933 (John Bosso) Request to Add Suzuki Hayabusa 1340 to P2 Spec Line Cars  
Thank you for your letter. Please see the response to letter #25595, Technical Bulletin.

## **GCR**

1. #25603 (Jennifer Paradis) Supports Letter #25080 (SCCA Staff) Clarify Wording in GCR 3.5.1.

Thank you for your review and support of letter #25080 in the November Fastrack Minutes.

## **GT General**

1. #23944 (Scotty B White) Request to Classify 2016+ Shelby 5.2 350GTR

Thank you for your request. Please see the response to letter #21466, Technical Bulletin.

2. #25957 (Matt Jensen) Request to Classify Ferrari 488 Challenge Car

Thank you for your request. This car is being classified in GTX in letter #26034, Technical Bulletin.

## **Strategic**

1. #25305 (Marcus Merideth) Program Structure

Thank you for your letter. The CRB and Executive Stewards will work closely together in 2019 to evaluate the program structure.

## **T1**

1. #24303 (Craig Anderson) Request to Class 997.2 Carrera 3.8L Engine w/PDK Trans in T1

Thank you for your letter. Please see the response to letter #25668.

2. #25475 (Chris Childs) Response to Letter 25290

Thank you for your request. Please see the response to letter #25341, Technical Bulletin.

3. #25555 (Sean Reilly) Request to Clarify 9.1.9.1(N) 5

Thank you for your letter. Please see the response to letter #25556.

4. #25807 (David Woodle) Request to Classify Ford FP 350s

Thank you for your request. Please see the response to letter #25341, Technical Bulletin.

5. #25926 (Tom Dewitt) Request to Classify Ford FP350S Mustang

Thank you for your request. This car was classified in letter #25341, Technical Bulletin.

6. #25927 (Tom Dewitt) Request to Add Ford Performance 5.2L Crate Engine

Thank you for your request. The CRB/TAC are working on kits to upgrade existing Mustangs to the FP350S motor. The second part of your request is not recommended, please see the response to letter #25717.

## **T2**

1. #25609 (Troy Ermish) Request to Re-Classify SMG/T2 Mustang to T3

Thank you for your letter. Please see the response to letter #25541, WDYT..

2. #25641 (Andrew Wickline) Request for Mustang S550 parity among vehicles

Thank you for your letter. Please see the response to letter #25704, December 2018 Technical Bulletin for recent changes. The CRB would like to collect additional data on the S550 Mustang for possible further changes.

3. #25645 (Igor Gandzjuk) Request to Move SMG to T3

Thank you for your letter. Please see the response to letter #25541, WDYT..

4. #25736 (Michael Lavigne) Performance Adjustment for 2011 Mustang

Thank you for your letter. Please see the response to letter #25704 for 2019 T2 changes, December 2018 Fastrack Technical Bulletin.



## **T2-T4**

1. #24215 (Touring Committee) Define Eccentricity of Bushings and/or Material  
Thank you for your letter. Please see the response to letter #25680.
2. #25631 (Roger Eagleton) Request to Move Spec Mustang (SMG) to T3  
Thank you for your letter. Please see the response to letter #25541, WDYT..
3. #25650 (Harley Kaplan) Observations of and Request for T2  
Thank you for your letter. Please see the response to letter #25704, December 2018 Technical Bulletin for T2 changes for 2019.
4. #25657 (Don Van Nortwick) Request to Allow Nor Cal SMG Mustang Class to Run in T3  
Thank you for your letter. Please see the response to letter #25541, WDYT..
5. #25686 (David Mead) Request to Clean Up language In Touring Suspension Rule  
Thank you for your letter. The overwhelming response was in favor of 3.5 degrees of camber. This was recommended in letter #25680 and clarifying language was also added.

## **T3**

1. #24762 (Vincent Piemonte) Request for Parity Mustang Coupe GT/Shelby GT/Cal. Special(05-10)  
Thank you for your letter. Please see the response to letter #25772, December 2018 Fastrack Technical Bulletin.
2. #24870 (Ali Salih) Request to Review T3 Minimum Weights  
Thank you for your letter. Please see the response to letter #25772, December 2018 Fastrack Technical Bulletin.
3. #25436 (Touring Committee) Update GCR With Current SE46 Rules  
Thank you for your letter. Please see the response to letter #25722.
4. #25601 (Scotty B White) Request for Parity in T3  
Thank you for your letter. Please see the response to letter #25772, December 2018 Fastrack Technical Bulletin.
5. #25632 (David Muramoto) Request For Competition Adjustments On Nissan 350Z HR  
Thank you for your letter. Please see the response to letter #25772, December 2018 Fastrack Technical Bulletin.
6. #25634 (David Ray) Support for SMG in T3  
Thank you for your letter. Please see the response to letter #25541, WDYT.
7. #25635 (Michael Lowe) Supports SMG Mustang In T3  
Thank you for your letter. Please see the response to letter #25541, WDYT.
8. #25636 (Jason Ott) BMW Z4M Coupe Restrictor and Weight  
Thank you for your letter. Please see the response to letter #25772, December 2018 Fastrack Technical Bulletin.
9. #25640 (Derek Kulach) Request For 350Z Parity  
Thank you for your letter. Please see the response to letter #25772, December 2018 Technical Bulletin.
10. #25642 (Addison Lee) Request to Move SMG to T3  
Thank you for your letter. Please see the response to letter #25541, WDYT.
11. #25676 (Russ Peterson DVM) Support for Moving SMG from T2 to T3



Thank you for your letter. Please see the response to letter #25541, WDYT.

12. #25702 (Rob Hines) Help for 350Z HR Engine in T3

Thank you for your letter. Please see the response to letter #25772, December 2018 Fastrack Technical Bulletin.

13. #25764 (Jeremy Cuthbertson) Request to Move SMG to T3

Thank you for your letter. Please see the response to letter #25541, WDYT.

14. #25869 (Touring Committee) E/O Fix Toyota 86/FRS/BRZ - T3

Thank you for your letter. Please see the response to letter #25888, Technical Bulletin.

15. #25891 (Oscar Jackson) Request to Lower 370Z Weight

Thank you for your letter. The CRB does not recommend this change. Please see letter #25803, Technical Bulletin, for additional T3 changes.

#### **T4**

1. #24891 (Joshua Smith) Request to Allow Mazda Header on NC MX-5

Thank you for your letter. Please see the response to letter #25756.

2. #24892 (Joshua Smith) Request to Adjust T4 Class Weights

Thank you for your letter. Please see the response to letter #25751, December 2018 Fastrack Technical Bulletin.

3. #25527 (Christopher Childs) Request to Remove Restrictor for the 05-10 Mustang

Thank you for your letter. Please see the response to letter #25751, December 2018 Fastrack Technical Bulletin.

4. #25528 (Christopher Childs) Request Non-Adjustable Shock for the 99-00 Miata

Thank you for your letter. Please see the response to letter #25751, December 2018 Fastrack Technical Bulletin.

5. #25531 (Mark McCaughey) Request to Not Slow Down the 2017+ Toyota 86

Thank you for your letter. Please see the response to letter #25751, December 2018 Fastrack Technical Bulletin.

6. #25536 (Derrick Ambrose) Request For Spring Rate Change On 2014-2016 Mazda 3

Thank you for your letter. Please see the response to letter #25751, December 2018 Fastrack Technical Bulletin.

7. #25537 (Derrick Ambrose) Expand 2014-2016 Mazda 3 Spec Line to Include 2017-2018

Thank you for your letter. Please see the response to letter #25751, December 2018 Fastrack Technical Bulletin.

8. #25596 (Scotty B White) Request for Ford Mustang BoP

Thank you for your letter. Please see the response to letter #25751, December 2018 Fastrack Technical Bulletin.

9. #25663 (Raymond Blethen IV) Request to Remove Spec Line Allowances for Scion FR-S

Thank you for your letter. Please see the response to letter #25751, December 2018 Fastrack Technical Bulletin.

10. #25664 (Raymond Blethen IV) Request to Remove Subaru BRZ Spec Line Allowances

Thank you for your letter. Please see the response to letter #25751, December 2018 Fastrack Technical Bulletin.

11. #25665 (Raymond Blethen IV) Request to Increase Weight of Scion FRS

Thank you for your letter. Please see the response to letter #25751, December 2018 Fastrack Technical Bulletin.

12. #25666 (Raymond Blethen IV) Request to Increase Weight of Subaru BRZ

Thank you for your letter. Please see the response to letter #25751, December 2018 Fastrack Technical Bulletin.

13. #25688 (David Mead) Request for Mustang V6 Help

Thank you for your letter. Please see the response to letter #25751, December 2018 Fastrack Technical Bulletin.

14. #25689 (David Mead) Request Help for 2014-2017 BMW 320i

Thank you for your letter. Please see the response to letter #25751, December 2018 Fastrack Technical Bulletin.

15. #25690 (David Mead) Request to Remove 245 Allowance for FRS/BRZ/86

Thank you for your letter. Please see the response to letter #25751, December 2018 Fastrack Technical Bulletin.

16. #25732 (Josh Smith) Reference Letter #:24891 MX5 Header

Thank you for your letter. Please see the response to letter #25756.

17. #25745 (James Ebben) Equality of T4 Cars, Especially BRZ/FRS

Thank you for your letter. Please see the response to letter #25751, December 2018 Fastrack Technical Bulletin.

## **What Do You Think**

### **AS**

1. #25256 (Club Racing Board ) The Future of AS

The CRB has been researching ideas to increase participation in AS and would like your feedback on the below questions regarding American Sedan. No decisions have been made, as the CRB is truly interested in your perspective. The below items would never be implemented all at once, but are truly intended to gain the pulse of the community in terms of potential change for the future. Please provide your feedback through the letter log system, crbscca.com. Note that all BOP would be based on data and the responsibility of the CRB.

**The results of this WDYT are shown below. There were 18 that responded; however, not every letter answered every question. The CRB thanks each author who contributed a letter.**

1. Are you interested in AS moving to an FI option for every AS car? Yes: 5; No: 12

2. Should AS Full Prep go to a larger wheel? If so, what size? Yes: 3; No: 14

3. Should AS Full Prep go to larger diameter brake rotors? If so, what size? Yes: 2; No: 14

4. Should AS have a spec tire to lower costs? If so, R-type compound? 100 Treadwear? 200 Treadwear? Yes: 9; No: 8 Note: Most "YES" responses were for the harder compound "R" tire.

5. Should AS allow more aerodynamics devices? If so, what would you recommend? Yes: 1; No: 14

6. Should AS allow the participation of T2 pony cars (same years as AS) into the class? If so, should they come in "as is" or have changes such as ABS disabled, restrictor size changes, or weight changes? Yes: 11; No: 7 with the caveat that they must disconnect their ABS (as AS cars currently do) and they must come in heavier and with smaller restrictors until data defines

BOP with other AS cars.

7. Former AS drivers: Why do you not race anymore? What kinds of things would entice you to return? The CRB thanks all respondents for their feedback which will be used as guidance in the future.

8. Potential new AS drivers: What kinds of priorities are important for you to come into the class? The CRB thanks all respondents for their feedback which will be used as guidance in the future.

2. #25460 (David Mead) Request S197 Mustang to Install 5.0 LP Coyote Engine  
The Club Racing Board seeks your feedback on whether or not all 2005-2010 Restricted Prep. Mustangs listed in AS specification lines should be permitted to install the 2011-2014 Restricted Prep. Coyote engine. If so, the 2005-2010 chassis cars would be required to follow all BOP adjustments as the 2011-2014, such as, but not limited to, weight, restrictor, etc.

No decision has been made. Please send your feedback through the CRB letter log system at [crbscca.com](http://crbscca.com).

### **GTL**

1. #25986 (Bryan Scheible) Request to Classify VW Fun Cup Beetle  
Thank you for your request. The CRB seeks your feedback on classifying this car in GTL. Please provide your feedback through [crbscca.com](http://crbscca.com).

### **IT General**

1. #25828 (Improved Touring Committee) Open IT brake calipers  
The CRB is seeking your feedback on the following:  
Allow any brake caliper up to 4 pistons to be used on any car in the ITCS. Brake master cylinder and rotors would remain stock.

This is to take advantage of the availability and relatively low cost of pads as well as address stock component shortages without introducing a significant change to the balance of competition.

Please provide your feedback through [crbscca.com](http://crbscca.com).

### **T3**

1. #25541 (David Ray) Request to Move SMG to T3 - and/or National Class  
The CRB is soliciting feedback from current T3 competitors to dual classify the as currently classified T2 SMG (Spec Mustang) at the appropriate weight and restrictor, into the T3 class. Please provide your feedback through [crbscca.com](http://crbscca.com).

### **T4**

1. #25796 (Lansing Stout) T4 Open Shocks to Single Adjustable?  
The CRB is seeking your feedback on the following:  
Should the Touring 4 class rules strike the requirement for non-adjustable shocks and allow any single adjustable shock?  
Please send your comments through [crbscca.com](http://crbscca.com).

### **RESUMES**

1. #25940 (John Weisberg Racing) Application to ST Committee  
John Weisberg has been added to the STAC.

## TECH BULLETIN

DATE: December 20, 2018

NUMBER: TB 19-01

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 1/1/2019 unless otherwise noted.

### American Sedan

None.

### B-Spec

1. #25216 (Michael Ogren) Request to classify Canadian Nissan Micra Cup cars

In B-Spec, classify the Canadian Nissan Micra Cup Car as follows:

	Bore x Stroke(mm)		Gear		Brakes		Notes:
<i>Canadian Nissan Micra Cup Cars</i>	<i>78.0 x 83.6 1598</i>	<i>2450</i>	<i>3.73, 2.05, 1.39, 1.03, .089</i>	<i>4.07</i>	<i>(F) 10.2 x 0.87 (R) 8.0 drum</i>	<i>2410</i>	<i>Suspension kit for the Micra Cup Series allowed.</i>

In B-Spec, GCR section 9.1.10.B, add wording as follows:

"Only those cars listed each year are eligible to compete. Cars classified will be approved by EPA and DOT for sale in the United States *and by Environment Canada for sale in Canada.*"

2. #25483 (Derrick Ambrose) Request updated Toyota Yaris Spec Lines

In B-Spec, classify the Toyota Yaris (12-18) as follows:

	Bore x Stroke(mm)		Gear		Brakes		Notes:
<i>Toyota Yaris (12-18)</i>	<i>74.9 x 84.6 1491</i>	<i>98.8</i>	<i>3.55, 1.90, 1.31, 0.97, 0.82</i>	<i>3.72</i>	<i>(F) 10.0 (R) 7.9 drum</i>	<i>2400</i>	<i>Bilstein B14 47-237834 kit is allowed. Rear Swaybar PTR11-52071 is allowed. Cold air intake K&amp;N 69-8612TFK is allowed.</i>

3. #26022 (B-Spec Committee) Update wording of exhaust

In GCR section 9.1.10.E.27, make changes and add wording as follows.

"*OEM or exact replacement catalysts are permitted.* Any part of the exhaust system beyond the *primary* catalytic converter(s) may be replaced provided:

*D. All oxygen sensors must be intact and in stock location.*

*E. Primary catalytic converter may not be modified in any way."*

## Formula/Sports Racing

### FA

1. #25611 (Stan Clayton) Request to merge FB into FA  
In FA Table 2, add a new spec line as follows:

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 December 2018 GCR Formula 1000 (FB) Preparation Rules, except that throttle bodies and ECUs are unrestricted

Note from CRB: This car is being classified into FA in conjunction with the elimination of FB effective 1/1/2020. See letter 25823 in the January BoD Minutes.

### FC

1. #25809 (Formula/Sports Racing Committee) Correct Wiseco piston and connecting rod assembly E&O

In GCR section 9.1.1.B.15.f.6, make the following correction:

"Wiseco piston P/N WD-06526 as supplied by Quicksilver with rings, pin, Crower connecting rod P/N SP93235B-4 (with bolts), but without bearings: Minimum permitted weight: ~~555~~ 976 grams."

### P1

1. #25877 (Formula/Sports Racing Committee) Remove redundant inlet restrictor provisions  
In GCR section 9.1.8.C.J.2, make changes as follows:

"Where a carburetor or fuel injection restriction is specified, a flat plate restrictor, venturi, ~~or~~ SIR ~~or~~ TIR is required through which all intake air for each cylinder or the entire fuel-air mixture, if prepared before this point, shall pass.

SIR ~~and~~ TIR installations are per the Technical Glossary requirements. Where intake restrictors (excluding SIR ~~and~~ TIR) are specified, the restrictors shall be round orifices (unless otherwise specified) and located within four (4) inches of the throttle butterfly."

Delete GCR section 9.1.8.C.J.10 in its entirety and re-number as appropriate:

~~"On turbocharged and supercharged engines, only one turbocharger or supercharger unit shall be used, and all air shall pass through a single inlet restrictor."~~

2. #25949 (Formula/Sports Racing Committee) Clarify Honda K20A-FD2 parts requirement  
In P1 Engine Table, Group CN-spec Honda K20A-FD2 line, change the notes as follows:

"No engine modifications except for dry sump oil system, ECU mapping, and exhaust system. Must use stock Honda OEM parts *as listed in CN Honda K20A-FD2 Parts List found here: <https://www.scca.com/pages/technical-forms-and-downloads>* with ~~n~~ No machining allowed."

3. #25966 (Formula/Sports Racing Committee) Correct GCR section 9.1.8.C.J errors

In GCR section 9.1.8.C.J, make corrections as follows:

"Generally applicable information for P1 engines ~~and automobile weights are~~ *is* given in the following paragraphs. The table (P1 Engine Table) that follows provides general specification of engine types, displacement limits, ~~head designs~~, intake restrictions, and automobile weights allowed."

## P2

1. #25595 (Paul Decker) Request to Allow 1345cc Hayabusa Engines for Spec Line P2 Cars  
In P2, Table 1 (Spec Line Cars), add engines as follows:

Marque	Wheelbase inches max/ Track Max inches	Weight Displacement	Engine	Restrictor	Notes
AMAC, Asteck, Cheetah, Decker, Fox, LeGrand, Converted F5 cars see notes	94/54	Stock Engine 950lb 1005cc max	P2 Engine Table B.1	37mm	Minimum width 55 inches. Must meet all P2 requirements except the following: Wings up to 16.5in cord of single or dual element; unrestricted end plate on end mounted wings. Converted F5 cars must meet all P2 non-spec line requirements except Minimum width is 55 inches.
			P2 Engine Table B.2	Not required	
			P2 Engine Table B.3	39mm	
		Modified Engine 1025lb 1005cc max	P2 Engine Table B.1	38mm	
			P2 Engine Table B.2	Not required	
			P2 Engine Table B.3	40mm	
		<i>Stock Engine 1050lb 1345cc max</i>	<i>P2 Engine Table B.5</i>	<i>30mm</i>	
		Stock Engine 900lb 1005cc max	P2 Engine Table B.1	36.5mm	
			P2 Engine Table B.2	Not required	
			P2 Engine Table B.3	38.5mm	
AMAC-AM5, Fox-2 Seater, Zephyrus, Decker 1/2	94/54	Modified Engine 950lb 1005cc max	P2 Engine Table B.1	37mm	Minimum width 55 inches. Must meet all P2 requirements except the following: Wings up to 16.5in cord of single or dual element; unrestricted end plate on end mounted wings. Decker 1/2: minimum width 52 inches. AMAC-AM5: minimum width 54 inches.
			P2 Engine Table B.2	Not required	
			P2 Engine Table B.3	39mm	
		<i>Stock Engine 1050lb 1345cc max</i>	<i>P2 Engine Table B.5</i>	<i>30mm</i>	
		Stock Engine 900lb 1005cc max	P2 Engine Table B.1	36.5mm	
			P2 Engine Table B.2	Not required	
			P2 Engine Table B.3	38.5mm	
		Modified Engine 950lb 1005cc max	P2 Engine Table B.1	37mm	
			P2 Engine Table B.2	Not required	
			P2 Engine Table B.3	39mm	

The CRB will continue to monitor class performance and reserves the right to make adjustments to restrictor size, minimum weight, and/or aerodynamic specifications at any time.

2. #25777 (Formula/Sports Racing Committee) Change Engine Table Lines B.1 & B.5 restrictors and min. weight

In the P2 Engine Table, effective 3/1/2019, make changes as follows:

Line B.1, stock engine:

Restrictor: ~~36.5mm~~ **35.0mm**

Weight: ~~4000~~ **1025**

Line B.1, modified engine:

Restrictor: ~~37.5mm~~ **34.0mm**

Weight: ~~4400~~ **1125**

Line B.5:

Restrictor: ~~37.5mm~~ **33.0mm**

Weight: ~~4460~~ **1185**

Note from the CRB:

When the P1 and P2 classes were inaugurated in 2014, they were intended to occupy different spheres of competition, with P1 conceived as the premier class promoting advanced technology and innovation, and P2 envisioned as a lower-cost alternative through restrictions on chassis materials, engine power, and vehicle aerodynamics, but the contrasting class philosophies have not translated into the expected difference in lap times. Despite making various adjustments to specifications over the past five seasons, the front-running P2 cars



remain capable of producing lap times that to most observers are essentially indistinguishable from the lap times of P1 cars. Accordingly, effective March 1, 2019, additional changes are being made to the leading P2 platforms to achieve an appropriate lap-time gap between the P1 and P2 classes, while leaving the specifications of the P2 spec line cars unchanged to promote more equal competition between the different types of P2 cars. The CRB will continue to monitor class performance and make further adjustments as necessary.

3. #25816 (Formula/Sports Racing Committee) Change CN inlet restrictor implementation date In P2 Engine Table, Line E, change the notes as follows:

"Approved engines list: MZR/Duratec, Honda K20A-FD2, Ford Zetec Pinto. For Pinto see line E, note 2 below. Group CN non-composite chassis with stock Honda K20A-FD2 may must use stock Honda intake manifold with 64mm single throttle body with 55mm flat plate intake restrictor at 1500 lbs. minimum weight (restrictor implementation effective ~~4/1/2019~~ **3/1/2019**)."  
In P2 Table 1, FIA Group CN non-composite chassis line, change the restrictor as follows:  
"Stock 64mm single throttle body with 55mm flat plate restrictor (restrictor implementation effective ~~4/1/2019~~ **3/1/2019**)."

4. #25950 (Formula/Sports Racing Committee) Clarify Honda K20A-FD2 parts requirement In P2 Engine Table, Line E, change the notes as follows:

"Approved engines list: MZR/Duratec, Honda K20A-FD2, Ford Zetec Pinto. For Pinto see line E, note 2 below. Group CN non-composite chassis with stock Honda K20A-FD2 ~~may~~ must use stock Honda intake manifold with 64mm single throttle body with 55mm flat plate intake restrictor at 1500 lbs. minimum weight (restrictor implementation effective 1/1/2019). **No engine modifications except for dry sump oil system, ECU mapping, and exhaust system. Must use stock Honda OEM parts as listed in CN Honda K20A-FD2 Parts List found here: <https://www.scca.com/pages/technical-forms-and-downloads> No machining allowed.**"

## GCR GCR

1. #25618 (Tim Myers) No Laptops Hooked Up to Cars in Post Race Tech/Runoffs Tech In GCR section 5.9.3.A, add wording as follows:

***"1. During impound activities, cars are not allowed to be worked on or touched by anyone unless directed by a tech official."***

2. #25937 (SCCA Staff) Request to add B-Spec to GCR section 9.3.10

In GCR section 9.3.10., add new wording as follows:

"Shall be pedal-operated, working directly on each wheel, and in good working order. Rolling brake tests are prohibited. ABS or Anti-lock braking systems are not allowed except in Touring, ***B-Spec, GT1-ST, GT2-ST, GTX*** and Super Touring: ***or where specified in individual class rules or spec line.*** To satisfy this rule, the ABS shall be disabled by removing or all of the wheel sensors."

3. #25978 (SCCA Staff) Add Verbiage to T&S section for consistency

In GCR section 5.10.4.B.3, between the first and second paragraph add new wording as follows:

***"All drivers listed on the final race results shall be consistent with the numbers included in the event audit."***

## Grand Touring GT General

1. #26034 (Club Racing Board ) GTX Homologation table update

In GTX, FIA GT3, classify the Audi R8, BMW Z4, and Ferrari 488 Challenge as follows:

<b>FIA GT3 -</b>					
Make	Homologation	Model	Restrictor mm	Weight (lbs)	Notes
<i>Acura</i>	<i>GT3- 047</i>	<i>NSX</i>	<i>(2) 35 TIR</i>	<i>3015</i>	
<i>Aston Martin</i>	<i>GT3-032</i>	<i>Vantage</i>	<i>(2) 41.5</i>	<i>2980</i>	
<i>Audi</i>	<i>GT3-017</i>	<i>R8</i>	<i>(2) 40 TIR</i>	<i>2900</i>	
<i>Audi</i>	<i>GT3-038</i>	<i>R8 LMS</i>	<i>(2) 39 TIR</i>	<i>2980</i>	
<i>Bentley</i>	<i>GT3-035</i>	<i>Continental</i>	<i>(2) 38 TIR</i>	<i>3070</i>	
<i>BMW</i>	<i>GT3-043</i>	<i>M6</i>	<i>(2) 34 TIR</i>	<i>TBD</i>	
<i>BMW</i>	<i>GT3-023</i>	<i>Z4</i>	<i>70</i>	<i>2800</i>	
<i>Chevrolet</i>	<i>GT3-045</i>	<i>Corvette C7</i>	<i>52</i>	<i>3070</i>	
<i>Dodge</i>	<i>GT3-036</i>	<i>Viper</i>	<i>(2) 39</i>	<i>3120</i>	
<i>Ferrari</i>	<i>GT3-029</i>	<i>458</i>	<i>(2) 40</i>	<i>3025</i>	
<i>Ferrari</i>	<i>GT3-044</i>	<i>488</i>	<i>(2) 35 TIR</i>	<i>3025</i>	
<i>Lamborghini</i>	<i>GT3-040</i>	<i>Huracan</i>	<i>(2) 39 TIR</i>	<i>3015</i>	
<i>Mclaren</i>	<i>GT3-037</i>	<i>650S</i>	<i>(2) 36 TIR</i>	<i>2915</i>	
<i>Mercedes</i>	<i>GT3-042</i>	<i>AMG GT</i>	<i>(2) 34.5 TIR</i>	<i>3090</i>	
<i>Porsche</i>	<i>GT3-041</i>	<i>991</i>	<i>(2) 41.5</i>	<i>2960</i>	
<i>Nissan</i>	<i>GT3-030</i>	<i>GT-R</i>	<i>(2) 40 TIR</i>	<i>3050</i>	

## GT-MISC

Make	Homologation	Model	Restrictor mm	Weight (lbs)	Notes
<i>Ferrari</i>	-	<i>488 Challenge</i>	<i>(2) 45</i>	<i>3350</i>	
<i>Ferrari</i>	-	<i>458 Challenge</i>	<i>(2) 50</i>	<i>3150</i>	
<i>Ford</i>	-	<i>FP350S</i>		<i>3400</i>	<i>Additional modifications allowed beyond OE spec (parts tbd)</i>
<i>Porsche</i>	-	<i>911 GT America</i>	<i>(2) 45</i>	<i>2950</i>	

Lamborghini	-	Super Trofeo	(2) 41	3000	
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## GT2

1. #22138 (Joe Harlan) ST/GT2 BMW Flossman Kit Clarification

In GT2/ST, BMW E46 M3 & E36 / BMW Z3 / BMW 5000cc V8, add to notes as follows:

"Flossman body kit is permitted *as found here: <http://www.racingparts-bmw.de/start/eng/start.htm>.*"

2. #25110 (Butch Kummer) Request Clarification/Revision of Appendix L (2013 TA2 Rules)  
In GT2, make changes to Appendix L. as follows:

**Article 4.8: ~~TRANS-AM-AMERICAN MUSCLE CLASS~~ *Previous Generations of TransAm TA2 Cars***

### 4.8.1: **CLASSIFICATION** *Purpose*

4.8.1.1: This class will consist of all cars meeting Appendix L or the 2017 Trans Am TA2 rules as published by TransAm. Competitors running under the 2017 rules are required to have a copy of the rules on hand and available to present to tech on request.

*These rules are intended to summarize all previous generations of the TransAm TA2 rules for inclusion in the Club Racing GT2 class.*

### 4.8.2: **Cost Control**

4.8.2.1: The following items have cost caps. Teams must submit a "COST CONTROL INSPECTION" form prior to the team's first race of the season (form available from the Trans Am Technical Manager). Information the team must provide will include the Make; Model; Part #; Supplier contact information; and the commercially available cost.

*Teams must (a) have a "COST CONTROL INSPECTION" form from the Trans Am Technical Manager or (b) provide the Make; Model; Part #; Supplier contact information; and the commercially available cost for the following items:*

#### Maximum Cost

Shock Absorbers	\$800 <i>\$850</i> each
Brake Calipers	\$500 <i>\$550</i> each
Brake Pads	\$200 <i>\$250</i> per axle
Wheels	\$500 <i>\$175</i> each

4.8.2.3: ~~No titanium components are allowed.~~ *All metal components shall be steel or aluminum.*

4.8.2.4: ~~No carbon fiber components are allowed, except for the driver seat.~~ *Only the driver seat and rear wing may be constructed of carbon fiber.*

4.8.3.1: The minimum weight for all American Muscle Class **TA2** cars is 2830 pounds.

### 4.8.4: **Body**

The body rules are divided into two sections. The "American Muscle" (2010+ Camaro-Mustang-Challenger) body rules are found in Article 4.8.7.1. The "Stock Car" body rules are found in 4.8.7.2. Either body type may be used in 2013, but the stock car bodies will be phased out at some time in the future (TBD). *The 2010+ Camaro-Mustang-Challenger body rules are found in Article 4.8.4.1. The "Stock Car" body rules are found in 4.8.4.2. Either body type may be used, but no "mixing and matching" between the two sets of rules is allowed.*

4.8.4.1: ~~American Muscle Bodies~~ *2010+ Camaro-Mustang-Challenger Bodies*

4.8.4.1.1 The following 2010+ make/model bodies are allowed:

1. Chevrolet Camaro (Howe, and ARBodies, *FiveStar* are approved manufacturers)

2. Ford Mustang (Howe approval pending, ARBodies, *FiveStar* are approved manufacturers)

3. Dodge Challenger (~~no manufacturers approved at this time~~ *Howe is the approved manufacturer*)

4.8.4.1.10.1.3: The maximum wing width, including end plates, is ~~TBD~~ 65 5/16 inches.

4.8.4.2: Stock Car Bodies

4.8.4.2.10.2.3: The maximum wing width, including end plates, is ~~TBD~~ 65 5/16 inches.

*(Various updates/clarifications):*

4.8.5.9.1: ~~For 2013-TBD, race cars that competed in the Trans Am 2-~~ *Race cars that were eligible to compete in the TA2 class during 2010-2012, may continue to run the chassis/suspension combination that was used during that time period. Cars built in 2012 meeting the 2012 rules will also be allowed. Entrants must provide evidence of the rules when asked under which the car was prepared.*

4.8.6.2: ~~American Muscle cars must compete on Goodyear TBD race tires.~~

*TA2 cars competing as GT2 cars in Club Racing events may use any tire that fits a TA2-compliant rim.*

#### **4.8.8: ENGINES**

The “base” engine for TransAm’s American Muscle *TA2* class is the GM LS3 as described in Addendum A. This engine can be used in all body types. Other engine packages are described in Addendums ~~B, C and D~~ *B-X*. Specific rules for these engine packages are found in:

~~ADDENDUM A: American Muscle~~ *TA2* “Base” Engine

~~ADDENDUM B: American Muscle~~ *TA2* GM LS1 Engine

~~ADDENDUM C: American Muscle~~ *TA2* Traditional Carbureted Engine

~~ADDENDUM D: American Muscle~~ *TA2* Restricted Carbureted Engine

~~ADDENDUM E: Additional New American Muscle Engine Packages~~ *TA2 EFI Ford Engine*

*ADDENDUM F: TA2 Carbureted Ford Engine*

*ADDENDUM G: TA2 Dodge Engine*

4.8.8.3: Engine setback is ~~a maximum setback of TBD inches, measured from the left side-top ball joint to the engine bellhousing flange.~~ *measured perpendicular to a line connecting the front suspension, left and right side, lower ball-joints to the engine bellhousing flange. The maximum setback for engines in Addendums A through F is 21.75-inches. The maximum setback for engines in Addendum G is 24-inches.*

4.8.8.4: Engine height *for Addendum A through F engines* is a minimum of 9.5-inches *above the ground*, measured from the center of the crankshaft centerline to the ground. *Engine height for Addendum G engines is a minimum of 8.5-inches above the ground, measured from the crankshaft centerline to the ground.*

#### **ADDENDUM A: AMERICAN MUSCLE *TA2* “BASE” ENGINE:**

A.3: An unmodified LS3 GM-part # ~~TBD~~ (short); or L92 GM-part # ~~TBD~~ (tall) intake manifold must be used. Identically equivalent GM part number intake manifolds may also be used. ~~These part numbers include TBD.~~

#### **ADDENDUM B: AMERICAN MUSCLE *TA2* GM LS1”ENGINE:**

#### **ADDENDUM C:**

## ~~AMERICAN MUSCLE~~ **TA2** TRADITIONAL CARBURETED ENGINE

C.5: The maximum compression ratio is 10.5~~2~~:1.

**NOTE:** It is Trans Am's intention to phase out this engine category in TBD

## ~~ADDENDUM D:~~ ~~AMERICAN MUSCLE~~ **TA2** RESTRICTED CARBURETED ENGINE

D.7: Engine displacement can be a maximum of 362 **366** cubic inches.

**NOTE:** It is Trans Am's intention to phase out this engine category in TBD

## ~~ADDENDUM E:~~ ~~ADDITIONAL NEW AMERICAN MUSCLE ENGINE PACKAGES~~ **TA2 EFI Ford Engine**

~~Specific rules for any new American Muscle engine packages will be established after the Trans Am Technical Manager has evaluated the proposed American Muscle Engine Component Build Sheet, and determined, through engine dynamometer testing, that the new engine package does not exceed the American Muscle "Base" engine's average power and torque levels or Am Technical Manager for details on the engine approval process.~~

### **TA2 EFI Ford Engine**

*E.1: Only Spectre plenum (part # 9849), SLP air filter housing (part # 21044), with Howe air filter base (part # E147), and AC Delco air filter (part # 25042562) are approved for competition. The air filter must be mounted on the top of the radiator air box and draw air through the nose of the car. A single inlet tube between the air filter and throttle body must be metal (except unions used to connect intake tubes). Nothing may direct or force air to air filter, or housing. The filter must be installed into housing, and just the filter hanging thru with no scoops, deflectors, or funnels directing air. Single inlet tube must be 4" OD with a wall thickness of 0.055"-0.085". Absolutely nothing can be located inside of the tube with the exception of an air temperature sensor, or a mass air flow sensor. No devices, or strategies, that attempt to alter the air flow are allowed. It is strongly suggested that any air intake systems, or alteration, that competitors would like to run be approved in writing by the TA2 Technical Director.*

*E.2: An unaltered Governor 1" Base Plate (Part #: ALL26060) with unaltered 1.250" inserts (Part #: ALL26066) must be in place during all practice, qualification, and race sessions. Other than 0.063" normal gaskets, no part other than the Governor Plate 1" spacer may be placed between the throttle body base and the intake manifold. It is mandatory that two throttle return springs be used.*

*E.3: Fuel injectors must be a Bosch part # 0 280 158 051, or GM 12576341, 42 lbs/hr @ 58 PSIG. The fuel pressure must be set to 58 PSIG.*

*E.4: The Ford EFI Kit (P/N: 50P-0015) must be used. This kit contains an EFI intake manifold, Ilmor part # 50P-0019, fuel rails and brackets, and ignition coils with brackets/spacers. Also included in the kit are the fuel pressure sensor, oil pressure sensor, water temperature sensor, air temperature sensor, MAP sensor, EPM, injectors, throttle body, and engine wiring harness. Individual parts from the kit will also be available for sale from Koury Race Engines. No modifications to the intake manifold, or other components, are allowed. A crank triggering sensor may replace the EPM.*



E.5: Dart Pro 1, CNC ported aluminum cylinder heads, part # 13072040 (with 5/16" valve guides) must be used. Additional port modification (porting/polishing) is not allowed. The Dart (Tech Sheet H33, 3/31/15) supplied five-angle intake valve seat (32 – 45 – 60 – 70 – 80 deg.) and exhaust seat (37 - 45 deg. - radius) may be used. As an alternative, a three-angle valve job with a bottom cut of 60-degrees having a maximum of 0.250" from the head of the valve seat to the bottom of the 60-degree bottom cut is allowed. No grinding in the combustion chamber bowl area is allowed. The minimum combustion chamber volume is 62cc (+/- 2-cc). No interior, or exterior, coatings are permitted. Valve covers are unrestricted. Intake rocker arms must be Comp Cams part # 1834 with a 1.7:1 ratio. Exhaust rocker arms must be Comp Cams part # 1832 with a 1.6:1 ratio. Intake valves may be REV part # CL8003, Manley part # 11712, or Ferrea part # 2341P. The intake valves must have a 2.08" head diameter, and 5/16" stem diameter. Exhaust valves must be REV part # CL80031171, Manley part # 11231, or Ferrea part # 2300 with a 1.60" head diameter and 5/16" stem diameter. The valves may not be modified. The valve springs must be PSI part # LS1511ML, # LS1717ML, or PAC part #1207X. Any retainers and locks may be used.

E.6: The maximum compression ratio is 10.8:1.

E.7: The spec "Trans Am 2" Ford camshaft must be used. Prior to initial use, each cam must be measured by the TA2 TECHNICAL DIRECTOR. A Trans Am serial number will then be applied. The cam must be ordered through Koury Race Engines (386.547.4311). The hydraulic roller lifters must be Crain, part # 36532, or Johnson part # 2212SBR – standard travel.

E.8: An aluminum engine block, Dart part # 31345295, or Ford Racing part # M6010-Z35192 must be used. The engine bore is 4.125". Cylinders may be honed as part of the normal freshening procedure, but the engine displacement cannot exceed 376 cubic inches (0.010" overbore).

E.9: The following crankshafts, with a 3.500" stroke, are allowed: Callies part # EFG-71T-DS, Scat part # 4351c16-2, or Molnar part # 351-3500HB6F-RN. The crankshaft may not be modified. The minimum weight is 47 pounds.

E.10: Mahle pistons, piston pins, and rings (older part # 's; SBF245125FO6, SBF245130FO6, or SBF245135FO6 or the newer part #'s 930244425, 930244428, 930244430, 930244432, or 930244435) must be used. As of May 2018, a Mahle Spec TA2 piston part #197722725-197722735 should be used on new and rebuilt engines. No modifications of the pistons (including gas porting) are allowed. The connecting rods must be 6.2" center-to-center, and must be Callies Compstar part # CSA6200DS2A2AH, Scat part # 2-ICR6200-7/16A, Oliver part # C6200STUL8, or Molnar part # FH6200NLB8-A. The connecting rods may not be modified.

E.11: Aftermarket fasteners, including rod bolts are allowed (no titanium).

E.12: The oil pan is unrestricted, but the oiling system may not exceed four-stages (three scavenge, one pressure).

E.13: All Ford engines must use the Trans Am AEM 508 Infinity ECU must be used (AEM part # 30-7108TA). The ECU is only available from Trans Am, or approved TA2 engine builders, and will come loaded with the current TA2 Ford "spec" calibration. As of June 1, 2018, the file for the spec calibration is; TA2-REV08-FORD-KATECH (created 5/17/2018). Fuel and ignition calibration is locked from 3500-6800 RPM. At RPM below 3500, engine builders and team tuners will be given some control. Traction Control is locked out, and the engine speed limit is set at 6800 RPM. The AEM TA2 chassis wiring harness (AEM part # 36-3820), and AEM Ford engine wiring harness (AEM part # 36-3826), must be used. The harnesses are only available from Trans Am, or approved TA2 engine builders.



## **ADDENDUM F: TA2 Carbureted Ford Engine**

*F.1: Air cleaners are required at all times. The air filter housing must be centered on the carburetor and all air entering the engine shall pass through the filter. The air filter element may not exceed 15.00 inches in diameter and the maximum element height is 4.00 inches.*

*F.2: An unaltered Governor 1" Base Plate (Part #: ALL26060) with unaltered 1.250" inserts (Part #: ALL26066) must be in place during all practice, qualification, and race sessions. Other than 0.063" normal gaskets, no part other than the Governor Plate 1" spacer may be placed between the carburetor and the intake manifold. It is mandatory that two throttle return springs be used.*

*F.3: The carburetor must be a Holley, 650 CFM, double pumper, part #0-80541. The carburetor must be completely unmodified except for changing of jets and changes (safety wire or epoxy) to keep the booster nozzles from falling into the intake manifold. No porting, polishing or addition of any other material is permitted.*

*F.4: Dart Pro 1, CNC ported aluminum cylinder heads, part # 13072040 (with 5/16" valve guides) must be used. Additional port modification (porting/polishing) is not allowed. The Dart (Tech Sheet H33, 3/31/15) supplied five-angle intake valve seat (32 – 45 – 60 – 70 – 80 deg.) and exhaust seat (37 - 45 deg. - radius) may be used. As an alternative, a three-angle valve job with a bottom cut of 60-degrees having a maximum of 0.250" from the head of the valve seat to the bottom of the 60-degree bottom cut is allowed. No grinding in the combustion chamber bowl area is allowed. The minimum combustion chamber volume is 62cc (+/- 2-cc). No interior, or exterior, coatings are permitted. Valve covers are unrestricted. Intake rocker arms must be Comp Cams part # 1834 with a 1.7:1 ratio. Exhaust rocker arms must be Comp Cams part # 1832 with a 1.6:1 ratio. Intake valves may be REV part # CL8003, Manley part # 11712, or Ferrea part # 2341P. The intake valves must have a 2.08" head diameter, and 5/16" stem diameter. Exhaust valves must be REV part # CL80031171, Manley part # 11231, or Ferrea part # 2300 with a 1.60" head diameter and 5/16" stem diameter. The valves may not be modified. The valve springs must be PSI part # LS1511ML, # LS1717ML, or PAC part #1207X. Any retainers and locks may be used.*

*F.5: The maximum compression ratio is 10.8:1.*

*F.6: The spec "Trans Am 2" Ford camshaft must be used. Prior to initial use, each cam must be measured by the TA2 TECHNICAL DIRECTOR. A Trans Am serial number will then be applied. The cam must be ordered through Koury Race Engines (386.547.4311). The hydraulic roller lifters must be Crain, part # 36532, or Johnson part # 2212SBR – standard travel.*

*F.7: An aluminum engine block, Dart part # 31345295, or Ford Racing part # M6010-Z35192 must be used. The engine bore is 4.125". Cylinders may be honed as part of the normal freshening procedure, but the engine displacement cannot exceed 376 cubic inches (0.010" overbore).*

*F.8: The following crankshafts, with a 3.500" stroke, are allowed: Callies part # EFG-71T-DS, Scat part # 4351c16-2, or Molnar part # 351-3500HB6F-RN. The crankshaft may not be modified. The minimum weight is 47 pounds.*

*F.9: Mahle pistons, piston pins, and rings (older part # 's; SBF245125FO6, SBF245130FO6, or SBF245135FO6 or the newer part #'s 930244425, 930244428, 930244430, 930244432, or 930244435) must be used. As of May 2018, a Mahle Spec TA2 piston part #197722725-197722735 should be used on new and rebuilt engines. No modifications of the pistons (including gas porting) are allowed. The connecting rods must be 6.2" center-to-center, and must be Callies Compstar part # CSA6200DS2A2AH, Scat part # 2-ICR6200-7/16A, Oliver*

part # C6200STUL8, or Molnar part # FH6200NLB8-A. The connecting rods may not be modified.

F.10: Aftermarket fasteners, including rod bolts are allowed (no titanium).

F.11: The oil pan is unrestricted, but the oiling system may not exceed four-stages (three scavenge, one pressure).

F.12: The engine speed rev limit is set at 6800 RPM. <also placeholder for ignition specs coming from Tony Ave>

### **ADDENDUM G: TA2 Dodge Engine**

G.1: Only a SLP air filter housing (part # 21044), with Howe air filter base (part # E147), and AC Delco air filter (part # 25042562) are approved for competition. The air filter must be mounted on the top of the radiator air box and draw air through the nose of the car. A Single Inlet Tube between the air filter and throttle body must be metal (except unions used to connect intake tubes). Nothing may direct, or force air, to the air filter, or housing. The filter must be installed into housing, with just the filter hanging through with no scoops, deflectors or funnels directing air. The single inlet tube must be 4" OD with a wall thickness of 0.055"-0.085". Absolutely nothing can be located inside of the tube except for an air temperature sensor, or a mass air flow sensor. No devices, or strategies that attempt to alter the air flow are allowed. It is strongly suggested that any air intake systems or alteration that competitors would like to run be approved by the TA2 Technical Director.

G.2: The throttle body must be a F.A.S.T. 87mm throttle body (part # 54088). The throttle body may not be modified. It is mandatory that two throttle return springs be used.

G.2.1: A 2.150" diameter flat plate restrictor must be in place during all practice, qualification, and race sessions. The restrictor must be mounted in the inlet side of the throttle body.

G.2.2: Fuel injectors must be Chrysler, part # 05038337AA. The fuel pressure must be set to 75 PSIG.

G.3: An intake manifold assembly, (PREFIX part # ARR-9105) must be used. It may not be modified.

G.4: Aluminum cylinder head assemblies (PREFIX part #'s ARR-6556HO (right) and ARR 6555HO(left) must be used. Porting and/or polishing is not allowed. No more than a three-angle valve job with a bottom cut of 60-degrees is permitted. A maximum of 0.250" from the head of the valve seat to the bottom of the 60-degree bottom cut is allowed. No grinding in the combustion chamber bowl area is allowed. No interior or exterior coatings are permitted. Valve covers are unrestricted. Rocker arm assemblies (Chrysler part #'s 53021552AA-intake, and 53021553AA-exhaust) with a 1.68:1 ratio must be used. Intake and exhaust valves (Chrysler part # ARR-CAS-1340, and # 05038332AB) must be used. The intake valve diameter is 2.14" and the exhaust valve diameter is 1.65". Both valves have a 7.95mm stem diameter. Any valve springs, retainers, and locks are allowed.

G.5: The maximum compression ratio is 11.0:1.

G.6: The "spec" Trans Am 2 camshaft assembly (PREFIX part # ARR-12674-694) must be used. Prior to use, each cam must be measured by the TA2 TECHNICAL DIRECTOR. A Trans Am serial number will then be applied.

G.7: An aluminum cylinder block (PREFIX part # ARR-TA2-3897) must be used. The stock engine bore is 4.095". Cylinders may be honed as part of the normal freshening procedure, but the engine displacement cannot exceed 392 cubic inches.

G.8: A crankshaft (PREFIX part # ARR-TA2-8339) with a 3.720" stroke must be used. The minimum weight is 55 pounds (with tone wheel and bolts).

G.9: Pistons assemblies (piston, pin, rings) (PREFIX part # ARR-197804695) must be used. Connecting rods (PREFIX part # ARR-X-DH6200TNB8; 6.2" length) must be used.

G.10: Aftermarket fasteners, including rod bolts are allowed (no titanium).

G.11: The oil pan is unrestricted, but the oiling system may not exceed five-stages (four scavenge, one pressure).

G.12: All Dodge Hemi engines must use the Trans Am AEM 508 Infinity ECU must be used (AEM part # 30-7108TA) The ECU is only available from Trans Am or approved TA2 engine builders and will come loaded with the TA2 Dodge Hemi "spec" calibration. Fuel and ignition calibration is locked from 3500-6800 RPM. At RPM below 3500 engine builders and team tuners will be given some control. Traction Control is locked out, and the engine speed limit is set at 6800 RPM. The AEM TA2 chassis wiring harness (AEM part # 36-3820) and AEM Dodge Hemi engine wiring harness (AEM part # 36-3825) must be used. The harnesses are only available from Trans Am or approved TA2 engine builders.

## **SUMMARY OF ENGINE COMPLIANCE PARAMETERS**

There are items specific to each engine option, but here are the ones common to all that can be verified by non-invasive means:

Addendum / Description	Max cubic inches	Restrictor	Max Compression	Max RPM
A: TA2 "Base" Engine	378	2.250"	10.7:1	6800
B: TA2 GM LSI Engine	350	None	10.1:1	6800
C: TA2 Traditional Carbureted Engine	358	None	10.5:1	7000
D: TA2 Restricted Carbureted Engine	366	None	9.5:1	
. with "spec" 650 Holley				7000
. with any other carburetor				6500
E: TA2 EFI Ford Engine	376	1.250"	10.8:1	6800
F: TA2 Carbureted Ford Engine	376	1.250"	10.8:1	6800
G: TA2 Dodge Engine	392	2.150"	11.0:1	6800

3. #25539 (Mark Uhlmann) Request to classify BMW E82 (1 series) into GT2  
In GT2, classify the BMW 1 Series (E82) as follows:

<b>GT Cars -</b>					
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
1 Series (E82)	08-12	2dr	RWD	104.7	

<b>GT Engines -</b>
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Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (CC)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
<i>N52B30</i>	<i>DOHC</i>	<i>85.0 x 88.0</i>	<i>2996</i>	<i>Alum, Cross-flow</i>	<i>4</i>	<i>Unrestricted automotive type</i>	<i>2140</i>	

4. #25545 (marvin epps) 2010 Cayman Street Tuner Into an STO Car, Addendum In GT2/ST, Porsche Cayman (05-11), Make changes to weight and add to notes as follows:  
~~2875~~ **2800**

*"2950 lbs w/3.8L motor built to STO spec. 2850 lbs w/X51 spec motor as delivered as a sealed motor."*

5. #25716 (Adrian Wlostowski) Request - Classify Ford Performance 5.2l In GT2/ST, classify the Ford Mustang (05-) as follows:

<b>GT2-ST</b>	<b>Maximum Displacement</b>	<b>Minimum Weight</b>	<b>Restrictor</b>	<b>Notes</b>
<i>Ford Mustang (05-)</i>	<i>5200</i>	<i>3400</i>	<i>2 X 41mm Flat Plate Restrictor</i>	<i>Ford Racing 5.2l "Aluminator" crate engine part # M-6007-A52XS</i>

6. #25765 (Grand Touring Committee) Add missing displacement, minimum weight. Remove exhaust note

In GT2, Porsche 996/997.1 GT3 Cup, add to the notes as follows:

*"3.6L flat six. 2900 lbs. Cars must be prepared in accordance with the appropriate model/year Porsche factory 911 GT3 Cup parts catalog/service manual."*

In GT2, Porsche 996/997.1 GT3 Cup, delete the notes as follows:

*"Aftermarket exhaust header is allowed (996 only). Paddle shift system allowed with 100 lb. weight penalty."*

7. #25806 (David Woodle) Request for Ford FP 350s Weight Reduction

In GT2/ST, Ford Mustang FP350S (2018-), make changes to weight and add to notes as follows:

~~3500~~ **3400**

*"Springs and shocks are free. Fuel cell allowed. Alternate drive shaft permitted. Wheels are free. Header and exhaust permitted. Alternate rotor and hat permitted 380 mm max. Alternate shifter permitted. Lexan windows permitted."*

8. #26024 (Glen Jung) Request to Remove Mazda RX 7 Body Work Penalty

In GT2, Mazda RX7, change notes as follows:

Downing GTS body kit allowed ~~with 75 lbs. weight increase.~~

9. #25842 (Scotty B White) Request to Classify EcoBoost Mustang

In GT2/ST, classify the Ford Mustang (05-) as follows:

<b>GT2-ST</b>	<b>Maximum Displacement</b>	<b>Minimum Weight</b>	<b>Restrictor</b>	<b>Notes</b>
<i>Ford Mustang (05-)</i>	<i>3500</i>	<i>3200</i>	<i>41mm TIR</i>	<i>Eco Boost option as delivered from the factory, including turbo and ECU. Dry Sump allowed.</i>

## GTA

1. #25558 (Butch Kummer) Request options for the LS3 Engine

In GTA, GCR section 9.1.2.G.IX, add new engine spec as follows:

- GM "604 Circle Track" engine as defined in Appendix G.
- *GM LS3 engine as defined in Appendix H.*

*"Appendix H: GM LS3 Engine.*

*H.0: Must meet all requirements listed in Appendix A.*

*H.1: A stock Mass Air Flow (MAF) sensor, GM part #25168491, or #15865791 must be used. Any commercially available air filter may be used. All tubes between the air filter and throttle body must be metal (except unions used to connect intake tubes). The maximum outside diameter of the tubes is 4.0 inches. No tapered tubing, tapered inserts, or airflow directing devices may be used in the tubing connecting the air filter to the throttle body.*

*H.2: The throttle body must be either a GM 90mm, electronic, part #12570790, or Edelbrock 90mm, mechanical, part #3869.*

*H.2.1: Throttle bodies may not be modified.*

*H.2.2: A 2.150 inch diameter flat plate restrictor must be in place during all practice, qualification, and race sessions. The restrictor must be mounted in the inlet side of the throttle body.*

*H.3: An unmodified LS3 GM (short), or L92 GM (tall) intake manifold must be used. Identically equivalent GM part number intake manifolds may also be used.*

*H.4: Unmodified GM LS3 cylinder heads, GM casting #'s 0821, 0823, or 5364 must be used. Porting and/or polishing is not allowed. No more than a three angle valve job with a bottom cut of 60 degrees is permitted. A maximum of 0.250 inches from the head of the valve seat to the bottom of the 60 degree bottom cut is allowed. No grinding in the combustion chamber bowl area is allowed. No interior or exterior coatings are permitted. Valve covers are unrestricted.*

*H.5: The maximum compression ratio is 10.7:1.*

*H.6: The spec TA2 LS3 camshaft must be used. The cam must be ordered through Schwanke Engines, (507.723.4120). Stock rocker arms, with a 1.7:1 ratio must be used. Stock valve spring retainers and keepers (locks/keys) must be used (no titanium). Any valve springs are allowed.*

*H.7: The stock engine bore is 4.065 inches (103.25 mm). Cylinders may be honed as part of the normal freshening procedure, but the engine displacement cannot exceed 378 cubic inches.*

*H.8: The stock crankshaft, with a 3.622 inch (92 mm) stroke, must be used.*

*H.9: Aftermarket pistons, piston rings, piston pins and connecting rods may be used if the basic design and weight is the same as the stock GM components.*

*H.10: Aftermarket fasteners, including rod bolts are allowed (no titanium).*

*H.11: The oil pan is unrestricted, but the oiling system may not exceed a four-stage system (three scavenge and one pressure).*

*H.12: A GM ECU must be used. It may be re-flashed and the maximum RPM set at 6800 RPM."*

## **GTL**

1. #25754 (Chris Kopley) Request for GTL Mini Adjustments

In GTL, Engines - BMC thru Rover Group, Mini/Sprite/Midget, 1275 1380 1399, Iron, non-Crossflow, change notes as follows:

"Any mini that retains the OE common sump gearbox configuration may reduce their weight by ~~50~~**125** lbs."

In GTL, Engines - BMC thru Rover Group, Mini/Sprite/Midget, 1275 1380 1399, Alum. Crossflow, change notes as follows:

"Any mini that retains the OE common sump gearbox configuration may reduce their weight by ~~50~~**125** lbs."

The not recommended portion of this letter can be found in letter #26020.

2. #25771 (Grand Touring Committee) BMC thru Rover Group remove long inactive mini engines.

In GTL, BMC thru Rover Group, remove these long inactive Mini engines: 948,970,1071,1098 Mini OHV 62.992 x 76.2 ~~948~~ Iron, nonCrossflow 2 Unrestricted 1210 Any mini that retains the OE common sump gearbox configuration may reduce their weight by 50 lbs.

Mini OHV 70.6 x 61.91 ~~970~~ Iron, nonCrossflow 2 Unrestricted 1235 Any mini that retains the



~~OE common sump gearbox configuration may reduce their weight by 50 lbs. Pierce aluminum cylinder head part #99003.843 allowed.~~

~~Mini OHV 70.6 x 68.26 **1071** Iron, nonCrossflow 2 Unrestricted 1330 Any mini that retains the OE common sump gearbox configuration may reduce their weight by 50 lbs. Pierce aluminum cylinder head part #99003.843 allowed.~~

~~Mini OHV 64.516 x 83.82 **1098** Iron, nonCrossflow 2 Unrestricted 1380 Any mini that retains the OE common sump gearbox configuration may reduce their weight by 50 lbs.~~

## Improved Touring

### ITC

1. #25347 (Greg Amy) Request to Dual-Class Honda Fit and B-Spec Cars Into ITC and In ITB, classify the following B-Spec cars:

<b>IT B</b>	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Weight (lbs)	Notes:
<i>Mazda Mazda2 10-14</i>	<i>4 Cyl DOHC</i>	<i>78.0 x 83.0 1586</i>	<i>2085</i>	<i>May be run in full compliance to B-Spec configuration and weight or to IT specification and weight</i>
<i>Honda Fit 09-13</i>	<i>4 Cyl DOHC</i>	<i>73.0 x 89.6 1499</i>	<i>2270</i>	<i>May be run in full compliance to B-Spec configuration and weight or to IT specification and weight</i>
<i>Honda Fit 14-15</i>	<i>4 Cyl DOHC</i>	<i>73.0 x 89.6 1499</i>	<i>2705</i>	<i>May be run in full compliance to B-Spec configuration and weight or to IT specification and weight</i>
<i>Chevrolet Sonic 12-15</i>	<i>4 Cyl DOHC</i>	<i>80.5 x 88.2 1796</i>	<i>2875</i>	<i>May be run in full compliance to B-Spec configuration and weight or to IT specification and weight</i>
<i>Ford Fiesta 11-15</i>	<i>4 Cyl DOHC</i>	<i>79.0 x 81.5 1598</i>	<i>2500</i>	<i>May be run in full compliance to B-Spec configuration and weight or to IT specification and weight</i>
<i>Fiat 500 11-15</i>	<i>4 Cyl DOHC</i>	<i>72.0 x 84.0 1368</i>	<i>2105</i>	<i>May be run in full compliance to B-Spec configuration and weight or to IT specification and weight</i>
<i>Toyota Yaris (3 and 5 door) 05-11</i>	<i>4 Cyl DOHC</i>	<i>74.9 x 84.6 1491</i>	<i>2270</i>	<i>May be run in full compliance to B-Spec configuration and weight or to IT specification and weight</i>
<i>Toyota Yaris (3 and 5 door) 12-15</i>	<i>4 Cyl DOHC</i>	<i>74.9 x 84.6 1491</i>	<i>2270</i>	<i>May be run in full compliance to B-Spec configuration and weight or to IT specification and weight</i>
<i>Kia Rio (5 door) 12-14</i>	<i>4 Cyl DOHC</i>	<i>77.0 x 85.4 1591</i>	<i>2875</i>	<i>May be run in full compliance to B-Spec configuration and weight or to IT specification and weight</i>

**Legends Car**  
**None.**

**Production**  
**None.**



**Spec Miata**  
**None.**

**Strategic**  
**None.**

**Super Production**  
**None.**

**Super Touring**  
**STL**

1. #24746 (Eric Kutil) Request to equalize FPR Reduction on all B-Series Vtec Engines  
In STL, Table A, Acura/Honda B17, add to the notes as follows:

**"54mm flat Plate restrictor required."**

In STL, Table A, Acura/Honda B18C(JDM Type R), B18C5(USDM Type R), B18C6(UK and Euro Type R), B18C7(Australia Type R), make changes to weight and notes as follows:

**"Chart + 2% Chart"**

**"Effective 03/01/2018, 53 54mm flat plate restrictor required."**

2. #25955 (SCCA Staff) Request E&O for Mazda Miata Spec Line

In STL, Mazda Miata, delete the maximum displacement (cc's) and correct the minimum weight as follows:

N/A

N/A **Chart**

**STU**

1. #24890 (Kevin Koelemeyer) Request to Equalize Direct Injected Turbo Cars

In STU, Table A, add engine as follows:

<b>ST<sub>U</sub></b>	<b>Maximum Displacement (cc's)</b>	<b>Minimum Weight</b>	<b>Notes</b>
<i>Honda K20C1 Turbo I4</i>	<i>1996 CC</i>	<i>3025</i>	<i>36mm TIR Required.</i>

**Touring**

**T1**

1. #21466 (Scotty B White) Class 2015+ Mustang GT350(R)

In T1-LP, Mustang GT350 (2015-), replace spec line as follows:

	<b>Bore x Stroke/Displ. (cc)</b>	<b>Wheel-base (mm)</b>	<b>Max Wheel Size (inch)</b>	<b>Tire Size</b>	<b>Gear Ratios</b>	<b>Final Drive</b>	<b>Brakes (mm)</b>	<b>Weight (lbs)</b>	<b>Notes</b>
<i>Ford Mustang GT-350 GT350 (R)</i>	<i>94 x 93 / 5163</i>	<i>2720</i>	<i>19 x 11 (F) 19 x 11.5 (R)</i>	<i>315</i>	<i>3.25, 2.23, 1.61, 1.24, 1.0, 0.63</i>	<i>3.73</i>	<i>393 (F) 378 (R)</i>	<i>3650 curb</i>	<i>note: 6-piston calipers, carbon wheels standard</i>

2. #25341 (Touring Committee) Request to Classify Ford FP350S in T1-LP

In T1, Classify the Ford Mustang FP350S (2018), as follows:

	Bore x Stroke/Displ. (cc)	Wheel- base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes
<i>Ford Mustang FP350S (2017)</i>	<i>94.0 x 93 5163</i>	<i>2718</i>	<i>18 x 11</i>	<i>315</i>	<i>3.25, 2.23, 1.61, 1.24, 1.00, 0.67</i>		<i>(F) 372 (R) 340</i>	<i>3600</i>	<i>Serial number 1-50 cars as delivered. Additional permitted allowances: DOT tires required. Other</i>

### 3. #25556 (Sean Reilly) Amendment to Request #25555

In 9.1.9.1.N.5, make changes as follows:

~~"Suspension components shall be the stock OEM parts, but they may be reinforced. Spherical bearings are permitted on suspension components. Standard suspension bushings may be replaced with solid or spherical bushings. Alternate control arms permitted."~~

~~"17. Alternate control arms permitted."~~

### 4. #25658 (Jake Namer) Request to balance 996 v 997 T1 weight

In T1, Porsche 996, make changes to weight and engine notes as follows:

~~3200~~ *3000*

*"GT3 Cup, GT3 RSR, GT3 RS, GT America not allowed."*

In T1, Porsche 996 GT3 Cup (02-05), change the weight as follows:

~~3450~~ *3000*

In T1, Porsche 997, change the weight as follows:

~~3450~~ *3100*

### 5. #25668 (Craig Anderson) Request to Add PDK Transmission to 997 Porsche Spec Line Please classify the Porsche 997 as follows:

<b>T</b> <sub>1</sub>	Maximum Displ.	Min. Weight	Required Restrictor	Engine Notes	Chassis Notes
<i>Porsche 997</i>	<i>3800</i>	<i>3200</i>		<i>GT3 Cup not allowed</i>	<i>GT3 Cup not allowed. OEM PDK allowed</i>

### 6. #25687 (DAVID MEAD) T1 World Challenge/Grand AM Spec Cars

In T1, Acura NSX Turbo World Challenge, make changes to weight, restrictor and notes as

follows:

~~3000~~ **3100**

~~45mm~~ **44mm**

*"Must conform to World-Challenge VTS Dated 8.19.2009 Version Number: 3 Version Date: 6.15.2000 and World-Challenge Appendix A 2010 that limits tire and wheel size: Max Tire Size: 245/40 F, 295/30 R. Wheels Max Size: 17x9 Front, 18x11 Rear. No other touring modifications or allowances permitted beyond the VTS and Appendix A allowances and notes in this spec line notes."*

## **T2**

1. #25335 (Dennis Moser) Request to classify 2015 Cayman GTS 3.4L in T2

In T2, Porsche Cayman S (13-14), add model and change years as follows:

"Porsche Cayman S/~~GTS (13-14)~~ **(13-15)**"

2. #25513 (Darin Treake) Request for 2017-2018 Honda Civic Type R - 4 BOP Grill

In T2, Honda Civic Type-R (2017-), add to the notes as follows:

*"Alternate grill Custom Tuning FG-CIV16-V3-TR-BK allowed."*

## **T2-T4**

1. #22414 (Darren Seltzer) Errors, Omissions, and Updates (Various)

In T4, remove the following from the header in the spec line table:

Wheel Size(in.)/Matr:

In T4, Toyota Celica GT (00-05), add to spec line as follows:

Wheelbase: **2600**

Wheel size: 15 **x 7**

In T4, Kia Forte Koup and Sedan LX/EX (2010-), add years as follows:

(2010-**2013**)

In T4, Kia Forte Koup and Sedan SX (2010-), add years as follows:

(2010- **2013**)

In T4, Ford Fiesta ST (12-15), make changes to years as follows:

(~~12-14-15-~~)

In T4, Fiat 124 / Abarth Edition, add years as follows:

**(16-18)**

In GCR section 9.1.9.2.D.1.g.3, make changes as follows:

Batteries may be replaced with those of an alternate manufacturer (~~---~~*strike extra character*) provided they are of similar amp-hour capacity, size and within 10% of OEM weight.

2. #25774 (Touring Committee) Add Clarification to Spec Car Classifications Vehicle Spec Lines

In T1, Porsche Cayman GTS (2011), add to notes as follows:

"Must conform to 7/15/2015 version 15 VTS. TC aftermarket ABS controller allowed. PDK Permitted +100lbs. *No other touring modifications or allowances permitted beyond the noted VTS and these spec line allowances.*"

In T1, Audi TTRS (GTS 2011 Spec), add to notes as follows:

"Must conform to December 14th, 2011 revision 3 GTS rules. *No other touring modifications or allowances permitted beyond the noted GTS rules allowances.*"

In T1, Ferrari 430 Challenge, add to notes as follows:

*"As homologated.* DOT tires per 9.1.4.P.1; weight as specified; side windows must be removed; OEM carbon brakes or the Ferrari steel brakes from the 360 Challenge car (F 355 x 32 vented disc, R 330 x 18 vented disc) are permitted; If 18 inch "360" brakes are

used, 18 inch wheels are permitted; 19 inch Ferrari Challenge wheels as delivered from factory permitted. Non-OEM rear wing / splitter reduce restrictor by 5 mm. *No other touring modifications or allowances permitted.*

In T1, Porsche 996 GT3 Cup (02-05), add to notes as follows:

"996 required gear ratios: Crown wheel and pinion 8/32; 1st gear 13/41, 2nd gear 20/40, 3rd gear 25/39, 4th gear 29/36 or 26/34, 5th gear 32/33 or 32/35, 6th gear 35/30 or 34/31. *No other touring modifications or allowances permitted except as noted in this spec line.*"

In T2, BMW M235iR (-2016), add to notes as follows:

*"As homologated from BMW Motorsports No other changes or touring rule allowances permitted. Must conform to World-Challenge VTS 2/25/2016 rev.2."*

In T2, Nissan 350Z Track/ Touring/ Standard/ Nismo Spec Z (03-08), add to notes as follows:

"SPL rear toe links part# SPL RTA Z33 permitted. Stillen part #400338 permitted. *Must conform to all SpecZ 2018 Edition rules. No other touring allowances beyond 2018 SpecZ edition rules or allowances listed here.*"

In T2, Porsche Spec Cayman, add to notes as follows:

"Must conform to all SPC rules in the PCA rulebook. Each competitor shall have available definitive current documentation of the PCA rules. Spec Cayman tires permitted per Spec Cayman rules. Must use DOT tires. *No other touring allowances permitted.*"

In T2, Spec Mustang, add to notes as follows:

"Must meet all requirements of Spec Mustang rules located in the Appendices. Cars must Comply with all SCCA T2 graphics and marking rules, including the posting of minimum weight. It is the responsibility of the driver to declare if its running under T2 rules or SMG rules - *no mixing between rules.* In T3, BMW SpecE46, add to notes as follows:

"Must conform to all SpecE46 rules in Appendix N. SpecE46 spec tire permitted per SpecE46 appendix rules *or any DOT permitted. No other touring allowances permitted.*"

In T3, Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08) Spec Z, add to notes as follows:

"DE Engine: 57mm flat plate restrictor required. Zspeed and Z1 alternative clutch slave permitted. *Must conform to all SpecZ 2018 Edition rules. No other touring allowances beyond 2018 SpecZ edition rules or allowances listed here.*"

In T3, Porsche Spec Boxster, add to notes as follows:

"Must conform to all SPB rules in the PCA rulebook. Each competitor shall have available definitive current documentation of the PCA rules. Tires must meet 2016 SPB rules or any 225 DOT tire permitted. *No other touring allowances permitted.*"

### 3. #25800 (Touring Committee) Clarify Subframe Bushings Permitted for T2-T4

In GCR section 9.1.9.2.i.7, make changes as follows:

"Fluid filled motor mounts, fluid filled transmission mounts, ~~and~~ fluid filled differential mounts *and sub-frame bushings* may be replaced with non spherical non-metallic mounts. *Sub-frame bushings may be replaced with non-spherical bushings; any material allowed.* Mounts that are replaced may serve no other function or provide any other performance improvement or alteration than the original purpose."

## T3

### 1. #25722 (Ali Salih) Request to update SpecE46 Appendix N. with 2019 Rules

In T3, BMW SpecE46, change notes as follows:

"Must conform to all SpecE46 rules in ~~Appendix N~~ *Version 2.6 Effective Jan 1, 2019.* SpecE46 spec tire permitted per SpecE46 appendix rules."

In GCR, remove Appendix N in its entirety.

2. #25747 (Lansing Stout) Request Alternative Nissan Brake Parts - 350Z

In T3, Nissan 350Z Track/Touring/Standard/Nismo (03-08), add to the notes as follows:

*"Nissan brake kit part number 41000-BRKIT permitted."*

In T3, Nissan 350Z Track/Touring/Standard/Nismo (03-08) Spec Z, add to the notes as follows:

*"Nissan brake kit part number 41000-BRKIT permitted."*

3. #25803 (Touring Committee) Additional weight adjustments for T3 cars T3 weight loss program

In T3, Acura TL SHAWD (09-13), make weight change as follows:

~~3600~~ **3550**

In T3, BMW 335i (08-13), make weight change as follows:

~~3400~~ **3350**

In T3, BMW 330i/Ci (01-06), make weight change as follows:

~~3235~~ **3185**

In T3, Cadillac ATS (2015), make weight change as follows:

~~3300~~ **3250**

In T3, Chevrolet Camaro (2016), make weight change as follows:

~~3550~~ **3500**

In T3, Chevrolet Camaro V6 (10-15), make weight change as follows:

~~3450~~ **3400**

In T3, Chevrolet Camaro V6 (2016-), make weight change as follows:

~~3550~~ **3500**

In T3, Chevrolet Camaro V6 1LE (2016-), make weight change as follows:

~~3550~~ **3500**

In T3, Chevrolet Cobalt SS (08-10), make weight change as follows:

~~3400~~ **3050**

In T3, Dodge SRT-4 (03-05), make weight change as follows:

~~3000~~ **2950**

In T3, Ford Focus RS (2016-), make weight change as follows:

~~3300~~ **3250**

In T3, Ford Mustang EcoBoost (2015-), make weight change as follows:

~~3475~~ **3450**

In T3, Ford Mustang Mach I (03-04), make weight change as follows:

~~3500~~ **3450**

In T3, Honda S2000 (all) (00-09), make weight changes as follows:

2.0: ~~2825~~ **2775**

2.2: ~~2925~~ **2875**

In T3, Hyundai Genesis Coupe (2010-), make weight change as follows:

~~3200~~ **3150**

In T3, Mazda Mazdaspeed3 (07-09), make weight change as follows:

~~3400~~ **3050**

In T3, Mazda Mazdaspeed3 (10-13), make weight change as follows:

~~3400~~ **3050**

In T3, Mazda MazdaSpeed Miata (04-05), make weight change as follows:

~~2600~~ **2550**

In T3, Mazda MX-5 Cup, make weight change as follows:

~~2600~~ **2550**

In T3, Mazda RX-8 Base/R3 (04-12), make weight change as follows:

~~2800~~ **2750**

In T3, Nissan 370Z (09-16) / 370Z NISMO Edition (09-13), make weight change as follows:

~~3350~~ **3275**

In T3, Porsche Spec Boxster, make weight change as follows:

~~2650~~ **2600**

In T3, Saturn Ion Redline (04-07), make weight change as follows:

~~3050~~ **3000**

In T3, Subaru WRX (11-14), make weight change as follows:

~~3250~~ **3200**

In T3, Subaru WRX STI (03-07), make weight change as follows:

~~3400~~ **3350**

In T3, Volkswagen Golf R (15-16), make weight change as follows:

~~3450~~ **3100**

In T3, Volkswagen GTI, Jetta GLI (06-10), make weight changes as follows:

DSG @ ~~3430~~ **3080**

STD @ ~~3400~~ **3050**

In T3, Volkswagen GTI (2013), make weight changes as follows:

DSG @ ~~3430~~ **3080**

STD @ ~~3400~~ **3050**

#### 4. #25813 (Scotty B White) Request for Alternate EcoBoost Mustang Brakes

In T3, Ford Mustang EcoBoost (2015-), add to the notes as follows:

*"Ford Motorsports 6-piston M2300V 380mm brake kit allowed, +100lb or optional 2-piece rotor, 355mm max, Brembo brake kit #M-2300-S allowed, +100lb."*

#### 5. #25888 (Oscar Jackson) Request to Add the FR-S/86 and BRZ Spec Lines to T3

In T3, combine the Scion FRS/Toyota 86 (13-16) and Scion FRS/Toyota all models (2013-) spec lines with changes as follows:

Max Wheel Size (inch)

~~17x8~~ **17 x 9**

Tire Size (max)

~~245~~ **255**

Final Drive

**4.10 or 4.30**

Weight (lbs)

~~2800~~ **2750**

Notes:

~~Eibach 4.10582.880 and SPC 67660 allowed. Front strut tower brace allowed. Raceseng, part # raceseng-ft86-r-shock-top permitted. Header allowed. 750lb max. springs front and rear.~~

*"Update/Backdate between any models within manufacturer brand permitted. Any 4 piston*

*brake package up to 350 rotors permitted. Aftermarket intake, header, clutch and flywheel*

*permitted. Any spring up to 750 F/R and any sway bars permitted max 25mm F, 19mm R.*

*Front strut tower brace permitted. Raceseng, part # raceseng-ft86-r-shock-top permitted.*

*Any commercial aftermarket lower control arms permitted. Commercial aftermarket rear wing*

*permitted no higher than the roofline or wider than the max body width, max end plates 72.0*

*square inches. Front splitter/spoiler permitted but may not exceed the max body width or*

*extend more than 3.0 inches past the original bodywork as viewed from above."*

In T3, combine the Subaru BRZ all models (2013-) spec lines with changes as follows:

Max Wheel Size (inch)

~~17x8~~ **17 x 9**

Tire Size (max)

~~245~~ **255**

Final Drive

**4.10 or 4.30**

Weight (lbs)

~~2800~~ **2750**

Notes:

~~Eibach 4.10582.880 and SPC 67660 allowed. Front strut tower brace allowed. Raceseng, part # raceseng-ft86-r-shock-top permitted. Header allowed. 750lb max. springs front and rear.~~

*"Update/Backdate between any models within manufacturer brand permitted. Any 4 piston*

*brake package up to 350 rotors permitted. Aftermarket intake, header, clutch and flywheel*

*permitted. Any spring up to 750 F/R and any sway bars permitted max 25mm F, 19mm R.*

*Front strut tower brace permitted. Raceseng, part # raceseng-ft86-r-shock-top permitted.*

*Any commercial aftermarket lower control arms permitted. Commercial aftermarket rear wing*

*permitted no higher than the roofline or wider than the max body width, max end plates 72.0*



*square inches. Front splitter/spoiler permitted but may not exceed the max body width or extend more than 3.0 inches past the original bodywork as viewed from above."*

#### 6. #26027 (Ali Salih) Request to Clarify BMW SpecE46 Tire Verbiage

In T3, BMW SpecE46, add to notes as follows:

"SpecE46 spec tire permitted per SpecE46 appendix rules. *Alternate tire: Any DOT up to 225 permitted.*"

#### T4

#### 1. #25371 (Christopher Childs) Request for Adjustments to fiat 124 specline

In T4, Fiat 124 / Abarth Edition, make changes to the notes as follows:

"The following items must remain stock: shock/ struts (including mounts), original wheels, and transmission differential - unless specified below. Factory bolt-in roll bar/ cross member may be removed to facilitate roll cage installation. ~~29mm~~ *30mm* flat plate restrictor required *TIR. DG motorsports part #50-93-7100 hardtop allowed.*"

#### 2. #25802 (Touring Committee) Consider Solo SSC cross over classification into T4

In T4, classify the Scion FR-S (13-16) Solo® Spec Coupe as follows:

<b>T<sub>4</sub></b>	<b>Bore x</b>		<b>Wheel</b>	<b>Tire Size (max)</b>	<b>Gear</b>				<b>Notes:</b>
<i>Scion FR-S (13-16) Solo® Spec Coupe</i>	<i>86.0 x 86.0 1998</i>	<i>2570</i>	<i>17x8</i>	<i>225/45</i>	<i>3.63, 2.19, 1.54, 1.21, 1.00, 0.77</i>	<i>4.30</i>	<i>(F) 295</i>	<i>2800</i>	<p><i>Modifications limited to 2018 SCCA® Solo® Spec Coupe Official Specifications, dated 1-30-2018. Tires: Any 200TW 225/45/17 DOT tire permitted. Fuel not restricted to 93 octane. Safety, drivers comfort, driver control and instrumentation items may be modified per the GCR. All other SCCA road racing safety standards apply. GCR cage rules apply and include allowances to remove or alter interior parts and trim pieces to facilitate cage installation. Interior carpet and padding, passenger and rear seats may be removed. Parts superseded by Toyota® or Subaru® may be used on either vehicle. No additional touring allowances permitted beyond noted here.</i></p> <p><i>** Note to competitors <a href="https://www.scca.com/downloads/40090-2018-01-30-solo-spec-coupe/download">https://www.scca.com/downloads/40090-2018-01-30-solo-spec-coupe/download</a> **</i></p>

In T4, classify the Subaru BRZ (13-16) Solo® Spec Coupe as follows:

<b>T<sub>4</sub></b>	<b>Bore x</b>		<b>Wheel</b>	<b>Tire Size (max)</b>	<b>Gear</b>				<b>Notes:</b>

Subaru BRZ (13-16) Solo® Spec Coupe	86.0 x 86.0 1998	2570	17x8	225/45	3.63, 2.19, 1.54, 1.21, 1.00, 0.77	4.30	(F) 295	2800	<p>Modifications limited to 2018 SCCA® Solo® Spec Coupe Official Specifications, dated 1-30-2018. Tires: Any 200TW 225/45/17 DOT tire permitted. Fuel not restricted to 93 octane. Safety, drivers comfort, driver control and instrumentation items may be modified per the GCR. All other SCCA road racing safety standards apply. GCR cage rules apply and include allowances to remove or alter interior parts and trim pieces to facilitate cage installation. Interior carpet and padding, passenger and rear seats may be removed. Parts superseded by Toyota® or Subaru® may be used on either vehicle. No additional touring allowances permitted beyond noted here.</p> <p><b>** Note to competitors <a href="https://www.scca.com/downloads/40090-2018-01-30-solo-spec-coupe/download">https://www.scca.com/downloads/40090-2018-01-30-solo-spec-coupe/download</a> **</b></p>
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## RALLYCROSS BOARD

RallyCross Board Minutes | December 3, 2018

The RallyCross Board (RXB) met via conference call on December 3, 2018. Attending were Steve Hyatt, Charles Wright, Kent Hamilton, Chris Regan, Keith Lightfoot, and Mark Macoubrie. Also in attendance, Chris Albin and Terri Pullam BOD Liaison, and Brian Harmer with National Office.

The Secretary acknowledges that these minutes may not be in chronological order. Steve Hyatt called the meeting to order at 7:07pm CST.

1. **Additions or corrections to the agenda:**None

2. **Chairman's Report: (Hyatt)** NoReport.

3. **Committeereports:**

- **RallyCross Safety Committee(Regan)**

- Ø Update: No incidents. No activity from thecommittee.

- **Rules Committee(Lightfoot)**

- Ø Updates: 2019 Rules modifications have been approved with minor changes. Rules will be posted by 1/1/2019. Responses to rules inquiries will be posted by1/1/2019.

- **RallySprint Committee (Hyatt)**

- Ø Updates: 2019 first event sanctionissued.

- **National Championship Committee(Wright)**

- Ø Updates: The RXNC-PC met after the national championship to review the event and develop lessons learned. Lessons learned will be passed along to the 2019 RXNC-PC . At least one member of the committee will not be returning and the RXB will be looking for a new member for the 2019 committee. There was additional discussion with the RXB about the location of the National Championship and potential format changes to theevent.

- **Divisional Steward Liaison(Macoubrie)**

- Ø Updates: Divisional Steward had a meeting on Nov 29<sup>th</sup>. The Divisional Stewards discussed the National Challenge and Championship formats and requested the RXB have further discussion about the format for national events movingforward.

- Ø The Divisional Stewards also discussed the national database and helping regions provide data to on local events.

- Ø The Divisional Steward discussed sanction form changes being made by the national office and asked to retain signature authority for sanction approvals.

They also inquired about the future of the processes moving to a more on-line based approach.

Ø The following Divisional Stewards were unanimously approved by the RXB for the 2019 year.

- Central Division – Brian Chabot
  - Great Lakes Division – Ed Trudeau
  - Midwest Division – Robert Seelig
  - Northeast Division – Jim Perrin
  - Northwest Division – Rebecca Ruston
  - Rocky Mountain Division – Will McDonald
  - Southeast Division – Leon Drake
  - Southern Pacific Division – Jayson Woodruff
  - Southwest Division – Mike Jiang
- **Growth and Development Committee (Hamilton)**
    - Ø Updates: No update.

#### **4. Old business:**

#### **5. New business:**

- Database update (Macoubrie) – RXB continues to work on tracking all events within the program annually and providing results from the database to the National Office, BOD, Divisional Stewards and Regional Chairs. The majority of the information has been gathered for 2018.
- Awards – (Hyatt) RXB Selected annual award winners for the Dirty Cup, Spark Plug, Regional of the year, Division of the year.

#### **6. Motion to adjourn: Meeting Adjourned 8:21 PM CST**

##### **1. Next RXB Meeting January 16-17 2018.**

## QUICK LINKS

The following items have been removed from regular inclusion in Fastrack News and can be found on SCCA's website at the following links:

### RALLY

Forms:

<http://www.scca.com/downloads/>

RallyCross Rulebook:

<http://www.scca.com/pages/rallycross-cars-and-rules>

Road Rally Rulebook:

<http://www.scca.com/pages/roadrally-rules>

### ROAD RACING

SCCA National Championship Runoffs:

<http://www.scca.com/runoffs>

Accredited Driver Licensing Schools:

<http://www.scca.com/pages/driver-s-school-w-table>

Forms:

<http://www.scca.com/downloads/>

Technical Forms:

<http://www.scca.com/pages/cars-and-rules>

General Competition Rules (GCR):

<http://www.scca.com/pages/cars-and-rules>

### SOLO

Tire Rack SCCA Solo National Championships:

<http://www.scca.com/solonats>

Forms:

<http://www.scca.com/downloads/>

Rulebook:

<http://www.scca.com/pages/solo-cars-and-rules>

### SCCA NATIONAL CONVENTION

Event page:

<https://www.scca.com/convention>

### EVENT CALENDAR:

SCCA Events:

<http://www.scca.com/events/>