

Fastrack® **news**

official SCCA member notification

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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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, 1st 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, Morriss 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 14th. 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 proven 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 cm²) 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.....	1200 lbs. + 150 lbs. per liter
	RWD.....	1200 lbs. + 200 lbs. per liter
	AWD.....	1200 lbs. + 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.....	1625
	RWD.....	1550..... 1900
	AWD.....	1675..... 1925

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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
Turbocharged 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

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.

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

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. 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.

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:

~~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:

(14-16 **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.

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.

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.

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.

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.

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&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
<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 December 2018 GCR Formula 1000 (FB) Preparation Rules, except that throttle bodies and ECUs are unrestricted</i>

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:

FIA GT3 -					
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 ov 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:

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

GT Engines -					
--------------	--	--	--	--	--

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:

GT2-ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
<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:

GT2-ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
<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:

IT 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:

ST_U	Maximum Displacement (cc's)	Minimum Weight	Notes
Honda K20C1 Turbo I4	1996 CC	3025	36mm TIR Required.

Touring

T1

1. #21466 (Scotty B White) Class 2015+ Mustang GT350(R)

In T1-LP, Mustang GT350 (2015-), replace spec line 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
Ford Mustang GT-350 GT350 (R)	94 x 93 / 5163	2720	19 x 11 (F) 19 x 11.5 (R)	315	3.25, 2.23, 1.61, 1.24, 1.0, 0.63	3.73	393 (F) 378 (R)	3650 curb	note: 6-piston calipers, carbon wheels standard

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:

T ₁	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 Treacle) 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:

T₄	Bore x		Wheel	Tire Size (max)	Gear				Notes:
<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 https://www.scca.com/downloads/40090-2018-01-30-solo-spec-coupe/download **</i></p>

In T4, classify the Subaru BRZ (13-16) Solo® Spec Coupe as follows:

T₄	Bore x		Wheel	Tire Size (max)	Gear				Notes:

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>** Note to competitors https://www.scca.com/downloads/40090-2018-01-30-solo-spec-coupe/download **</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 29th. 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/>

SOLO EVENTS BOARD

SOLO EVENTS BOARD | January 8th

The Solo Events Board met by conference call January 8th. Attending were SEB members Brian Conners, Mike Brausen, Bob Davis, Zack Barnes, Keith Brown, Mark Scroggs, and Marshall Grice; Jason Isley, Charlie Davis, and Chris Albin of the BOD; Doug Gill and Howard Duncan 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

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Member Advisories

Street Category

#25791 Convert Porsche PASM suspension to X73 option

Per the SAC, package conversions must be complete, per 13.0. See section 13.2.a on comfort and convenience for the otherwise non-functional button.

Solo Spec Coupe

#25831 Allow Roll Bar/ Roll Cage

Per the SEB, 3.3.2 applies to all categories, not just Street. It would be compliant for you to use a roll bar in your SSC car.

Street Touring Category

#25584 Modification Allowance

Section 14.10.D allows for replacement of the factory exhaust manifold with alternate units. There is no allowance to remove the Secondary Air Pump (SAP) as part of the ST category rule set. However, the SAP may be disconnected from the exhaust manifold while utilizing the allowance for alternate exhaust manifolds. It may be possible to code out any SAP related CELs (Check Engine Lights) utilizing the ECU allowances in 14.10.F.

Prepared Category

#26043 Modification to Trunk Floor Clarification

The PAC would like to emphasize that the rules use the word "similar" for replacement panels. This does not mean the exact shape and dimensions of the OE panel need to be followed.

Modified Category

#25683 Modified Advisory Committee

The SEB has approved the addition of Jesus Villarreal to the MAC.

#25851 MAC opening

The SEB has approved the addition of Eric Clements to the MAC.

#26252 Committee Personnel

The SEB thanks Peter Raymond and Chris Pruett for their service as members of the MAC.

Change Proposals

Street Touring Category

#25497 Clarification on Catalytic converters

The STAC is seeking membership feedback on a revision to the ST* catalytic converter rules. This is not intended to be a change in the allowance but instead provide for a clearer explanation of the allowance with regards to where replacement cats may be located within the exhaust system.

Modify 14.10.E as follows:

~~Any catalytic converters are allowed. Catalytic converters must attach within 6" (152.4 mm) of the original unit. Multiple catalytic converters may be replaced by a single unit. The inlet of the single replacement converter may be located no further downstream than 6" (152.4 mm) along the piping flow path from the original exit of the final OE converter.~~

Any catalytic converters are allowed with the following constraints. Multiple catalytic converters may be replaced by a single unit. The inlet(s) of the replacement converter(s) must be located between the cylinder head and a point 6" (152.4mm) further along the exhaust flow path from the original exit of the final OE converter.

The extents of an OE converter are defined by the expansion chamber in which the catalyst is contained, regardless of placement within larger exhaust sections. Replacement converters must have a minimum catalyst density of 100 cells per inch and minimum substrate length of 3" (76.2 mm).

Prepared Category

#25235 ABS/Traction Control/Stability Control in Prepared

In an effort to keep the Prepared rule set current with the technology of modern vehicles, the PAC is requesting member feedback on the following changes.

In 17.6 BRAKES:

Brake systems, including calipers, caliper mounts, disks, drums, lines, backing plates, pedals, boosters, master cylinders, handles, proportioning devices, pads, linings, *Anti-lock Braking Systems*, etc. are unrestricted except for Section 3.3.3 requirements and as follows:

A. Brake rotors/drums shall be located in the original position (i.e., inboard vs. outboard).

B. Brake rotor/drum friction surfaces must be ferrous metal. Carbon or ceramic composite brake rotors/drums are expressly prohibited.

~~C. 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.~~

17.9.F Any traction or stability control systems are permitted.

In Appendix A – (XP) Prepared:

4. Brakes

~~Anti-lock braking systems (ABS) may be added, replaced, removed, or modified. The use of ABS including original equipment incurs an ABS weight adjustment. ABS providing traction and/or stability control in any form will also incur a traction/stability control weight adjustment.~~

8.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 with a 1796 cc Turbo engine and 51% of the weight on the rear axle is $1350 + [(1.796 \times 1.6) \times (200 + 20)] = 1982$ lbs.

Forced Induction Engine Displacement (lbs.)

FWD..... $1350 + 150$ per liter

RWD..... $1350 + 200$ per liter

AWD..... $1350 + 250$ per liter

Normally Aspirated Engine Displacement less than 4.0L (lbs.)

FWD..... $1250 + 150$ per liter

RWD..... $1250 + 200$ per liter

AWD..... $1250 + 250$ per liter

Engine displacement of 4.0L or greater (lbs.)

FWD..... $1650 + 50$ per liter

RWD..... $1650 + 100$ per liter

AWD..... $1650 + 150$ 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 (lbs.)

~~ABS (anti-lock braking system). + 50~~

~~TSC (traction/stability control). + 50~~

Active/reactive suspension.....+ 100

Greater than 51% of weight on rear axle.....+ 20 per liter

In Appendix A – (CP) Prepared:

~~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.~~

Not Recommended

Street Category

#25231 Please classify Lamborghini Huracan in SS

The SAC does not believe the Huracan is a good fit for SS.

#25464 Wheel Offset Allowance in Street Category

The SEB believes the current tolerance is sufficient.

#25621 Move WRX (non-Sti) to GS

Thank you for your input. Please see the response to #22696 in the December

Fastrack. The SAC feels the 2009 and later WRX with the extra power and wheel width is appropriately classed in DS.

#25740 2019 Subaru WRX STI Series.Grey Should Be in DS

Thank you for your input. The SAC believes the gearing change in the 2019 models makes it appropriate to leave this car in BS. Please see the response to letter 25694 in the January Fastrack.

#25757 Class the C7 GrandSport in AS

Thank you for your input. The SAC believes the C7GS is appropriately classed at this time.

#25768 Move Mazda RX-8 to DS from CS

Thank you for your input. The SAC believes the RX-8 is appropriately classed.

#25769 Classification of 2019 Mazda MX5 ND2

Thank you for your input. The SAC believes the ND2 is appropriately classed.

#25827 Move Base C6 Corvette to BS

Thank you for your input. The SAC believes the base C6 is appropriately classed at this time and we will continue to monitor the performance of the recent changes to BS.

#25907 Baby P-cars to CS

Thank you for your input. The SAC believes the Caymans are appropriately classed at this time but we will carefully monitor the relative performance of BS and CS.

#25921 Move BMW 128i to G Street

Thank you for your input. The SAC will continue to monitor the competitive balance in GS.

#25934 New Underdogs in D Street with the New Changes Proposed

Thank you for your input. The SAC believes the Audi TT is appropriately classed.

SSR

#25728 Addition of the 2018 Audi TT RS to SSR

Thank you for your input. The SAC does not believe the 2018 TT RS fits within the spirit of SSR.

#25761 Classification of 2018 & up Chevy Camaro ZL1 1LE

Thank you for your input. The SAC believes this car exceeds the performance parameters of SSR.

Solo Spec Coupe

#25102 Please create a new spec class for the NC miata

Thank you for your input. The SEB is not considering new spec classes at this time.

#25455 Brake Ducts For SSC

Thank you for your input. The SEB is not considering additional modification allowances for SSC at this time.

#25906 ECU Tuning Allowance

Thank you for your input. The SEB is not considering additional modification allowances for SSC at this time.

Street Touring Category

#25271 Get rid of lightweight batteries in ST*

Thank you for your input. The STAC does not believe this change is necessary.

#25597 1994-1997 Miata to STS

Thank you for your input. STS continues to be a popular class in its current form and the STAC is hesitant to introduce new cars to the class that would upset the existing competitive balance.

#25817 Removal of soft top when roll bar installed.

Thank you for your input. The STAC does not support an allowance for removal of components in order to lighten vehicles with roll bars installed.

#25818 Please class the Model 3 (including performance) in ST*

Thank you for your input. With Tesla making mid-year hardware and software changes to vehicles the STAC is hesitant to class the Model 3. There are other electric vehicles classed in the ST category from manufacturers that follow a more traditional (and predictable) model refresh strategy. The STAC will continue to monitor interest in the Model 3 among the membership.

#25753 Mini Cooper S should stay in STX class

Thank you for your input. The 1st gen Cooper S (and JCW) are remaining in STX.

Prepared Category

#25819 DP/EP/FP Limited Prep Engine Proposal

Thank you for your input. The PAC wishes to let the current engine swap allowances settle, before we introduce additional engine swap options.

Other Items Reviewed

Street Category

#25758 2019 hyundai veloster n model classification

Please see the response to 25470 in the January 2019 Fastrack.

#25789 Focus RS & Subaru STI

Thank you for your input. The SAC will monitor the recent changes to DS.

#25847 BS Proposed Car Moves - To Include 2019 Model Year Vehicles?

The 2019 rule book will be updated as appropriate to reflect the model year information for 2019 cars.

#25889 Proposed Muscle cars from AS to BS

Thank you for your input. The SEB and SAC believe it is best to evaluate the effects of recent changes to BS before making further additions. These changes were implemented following evaluation of member input over the course of a year, and they are believed to be a good fit at this time.

#25898 Muscle Cars to B Street

Thank you for your input. These changes were for the 2019 listings. Please see the response to #25889.

#25920 Regarding BS Moves

Thank you for your input.

#25919 Proposal for Input to move BMW M3 ZCP to BS

Thank you for your input. The SAC and SEB appreciate and continue to consider

member comments on this issue, and are not ready to render a final decision at this time.

#25989 Subaru WRX to GS

Thank you for your input.

Solo Spec Coupe

#25422 Recommending no changes to SSC in 2019

Thank you for your input.

Modified Category

#25874 Vacancies on MAC

The SEB and MAC thank the member for the application. The positions have been filled.

Handled Elsewhere

Street Category

#25232 Please classify Lamborghini Huracan in SS

Please see the response to #25231.

#25373 2019 BMW M2 in BS

Please see the response to #25179.

#25518 Please class the 2019 M2 Competition

Please see the response to #25179.

#25852 In response to feedback about e92 m3 classing #25430

Please see the response to #25919.

#25850 Opposition to Proposal 25430 - E9x M3 Competition to BS

Please see the response to #25919.

#25855 #25430 Move BMWs out of the stock pony car class to BS

Please see the response to #25919.

#25863 Keep the M3 ZCP in FS

Please see the response to #25919.

#25864 E9x M3 to BS

Please see the response to #25919.

#25866 M3 E92 stability. Comp package or otherwise.

Please see the response to #25919.

#25867 M3 E92 stability. Comp package or otherwise.

Please see the response to #25919.

#25868 M3 E92 stability. Comp package or otherwise.

Please see the response to #25919.

#25870 25430 Move BMWs out of the stock pony car class to BS

Please see the response to #25919.

#25876 Do Not Move E9x M3 Competition Package Out of FS

Please see the response to #25919.

#25881 25430 Move BMWs out of the stock pony car class to BS

Please see the response to #25919.

#25895 E9x Comp Pack from FS to BS

Please see the response to #25919.

#25897 Opposition to the proposed e9x M3 ZCP FS to BS move.

Please see the response to #25919.

#25903 #25430 Move BMWs out of the stock pony car class to BS

Please see the response to #25919.

#25910 Competition M3s to BS

Please see the response to #25919.

#25912 M3 Change Proposal - Keep FS As-Is

Please see the response to #25919.

#25917 Against E9x M3 move

Please see the response to #25919.

#25930 Feedback on issue #25430 (Move E9x M3 to BS)

Please see the response to #25919.

#25931 Bmw M3 e92 zcp re-class

Please see the response to #25919.

#25938 BMW E9x M3 with competition package

Please see the response to #25919.

#25959 Oppose Re-classing the BMW E9x Competition to B-Street

Please see the response to #25919.

#26002 Feedback for Letter #25430

Please see the response to #25919.

#25780 Hyundai veloster n

Please see the response to #25740 in the January Fastrack.

Prepared Category

#25820 ABS decision

Please review proposal 25235, elsewhere within this Fastrack.

Tech Bulletins

Street Category

#25179 Request to class the 2019 BMW M2 Competition

Per the SEB, please add the following to Appendix A:

AS

BMW

M2 Competition (2019)

Comment: the SEB prefers to evaluate the effects of recent classing changes involving BS before adding a model of this level of capability.

#25911 Car classifications

Per the SAC, please add the following cars to Appendix A:

FS

Infiniti

Q50S (2014-2019)

GS

Buick

Regal (all)(2014-2019)

Street Prepared Category

#25304 Please class Gen6 Camaro SS in SP

Per the SPAC, please add the following new listings to Appendix A, effective immediately upon publication:

ESP

Chevrolet, Pontiac, Buick, Oldsmobile

Camaro (2.0, 2016-2019)

Camaro (3.6, 2016-2019)

Camaro (6.2 NA, 2016-2019)

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | January 2, 2019

The Club Racing Board met by teleconference on January 2, 2019. Participating were Peter Keane, Chairman; David Arken, John LaRue, Kevin Fandozzi, Sam Henry, Tim Myers, Tony Ave, Steve Strickland, Peter Jankovskis and Shelly Pritchett, secretary. Also participating were: Bob Dowie, and Marcus Meredith, BoD liaisons; Rick Harris, Road Racing Technical Manager, Scott Schmidt, Road Racing Assistant. The following decisions were made:

Member Advisory

None

No Action Required

SR General

1. #26184 (Formula/Sports Racing Committee) Add Dave Weitzenhof to Formula/Sports Racing Advisory Committee

Thank you for your request. The CRB appoints Dave Weitzenhof to the FSRAC.

GCR

1. #25615 (Chris Wilhelm) Align seat belt restraint expiration with SFI foundation labeling
Thank you for your letter. The current rule is adequate as written.

2. #25799 (Scotty B White) Conduct, penalties & notification

Regarding notification of a penalty, every effort shall be made to inform the individual, but if they have left the track and do not respond to voicemails, emails or texts, the decision will be considered final.

SM

1. #25916 (Richard Powers) Allow updating of early 1.8 NA two piece Drive Axles to one piece
Thank you for your letter. Rule is adequate as written.

Strategic

1. #25952 (Jim Wheeler) Runoffs Trophies

Thank you for your letter. Recognition of drivers making impound at the Runoffs will be put in place.

Not Recommended

F5

1. #25815 (John W. (Jack) Walbran) Request to Reduce Motorcycle Engine Restrictors to 28mm

Thank you for your letter. The CRB does not recommend this change.

FA

1. #26160 (John Mosteller) Request FA Car Classification

Thank you for your letter. The CRB does not recommend this classification.

FB

1. #26092 (Stam Clayton) Permit carbon fiber in external panels with merger of FB into FA

Thank you for your letter. The CRB does not recommend this change.

P2

1. #26110 (Vaughan Scott) Oversights in Restrictor Adjustments

Thank you for your letter. The CRB does not recommend these changes at this time. The CRB will continue to monitor class performance and will make further adjustments as necessary.

EP

1. #25565 (Luis Rivera) Engine Components Verification

The end plates of the 12a and the 13b are too different to be considered interchangeable without impacting performance, and it is not an allowance that would be considered at this time. The allowance would modify the port timing and create a hybrid combination that never existed as an OEM assembly.

SM

1. #25097 (Jim Wheeler) Ride height

Thank you for your letter. The SMAC will continue to monitor the performance of the new Penske shock during the 2019 race season in regard to ride height.

2. #25909 (Richard Powers) Request for Inclusion of OEM Equ

Thank you for your letter. The SMAC does not recommend the change at this time.

3. #26064 (Juan Graziosi) Request OEM Equivalent replacement valves

Thank you for your letter. The SMAC does not recommend alternate valves at this time due to the availability and durability of the current valves offered by Mazda.

T2

1. #26068 (William Moore) Request to allow 2014 Chevrolet Camaro SS/1LE Cold Air Intake

Thank you for your letter. This change is not recommended as the car already produces ample power.

T4

1. #25975 (Don Knowles) Request to remove or reduce the restrictor size on the RX8 in T4

Recent changes have been made to T4 cars including this one. We will continue to monitor the performance and data as a result of the changes.

Recommended Items

The following subjects will be referred to the Board of Directors for approval. *Due to the late date of the Runoffs and the meeting schedule of the CRB and BoD, all of the recommended items will be effective 03/01/2019.* 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.

AS

1. #25734 (Matt Jensen) Request LS1 RP Power Adder

In AS, Chevrolet/Pontiac Camaro & Firebird (98-02) Restricted Prep. 5.7, add to the notes as follows:

"GM Performance Parts camshaft Kit P/N-19355738 is permitted. May use flywheel/clutch as specified in the Full Prep American Sedan rules."

2. #25735 (Chris Majba) Request Performance Parity of Dodge Challenger with other RP/UP

In AS, Dodge Challenger (08-14) Restricted Preparation 5.7, add to the notes as follows:

"Mopar Performance Parts LX LC LD Cold Air Intake System is permitted. Mopar Performance Parts camshaft stage2 Kit P/N-77072313AB is permitted."

3. #26037 (Matt Jensen) Request to Allow Magnum 6060 RP Replacement Transmission

In AS, Chevrolet/Pontiac Camaro & Firebird (93-97) Restricted Prep. 5.7L, add to the spec line as follows:

"Tremec TR6060 transmission may be used as a replacement assembly for the OEM transmission. P/N-TUET11009."

In AS, Chevrolet/Pontiac Camaro & Firebird (98-02) Restricted Prep. 5.7L, add to the spec line as follows:

“Tremec TR6060 transmission may be used as a replacement assembly for the OEM transmission. P/N-TUET11009.”

GCR

1. #25608 (Betsy Speed) Proposed change to wording in GCR 3.5.1 regarding minors
In GCR section 3.5.1, make changes to the wording as follows:

“a. 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 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 and the age of majority as determined by the law in the state of the individual's residence (typically 18 years old, varies by state), requires hazardous area credentials they must have an executed annual minor waiver on file at the National Office and present his hard card at registration.

b. A PARTICIPANT is one who has been permitted to compete, officiate, observe, work for, or participate in any way at an SCCA sanctioned event AND/OR being permitted to enter, for any purpose, any restricted area.”

2. #26051 (John LaRue) Runoffs Invitations 3.7.4.A.1.a

In GCR section 3.7.4.A.1.a, add wording to Runoffs participant requirements as follows:

“Participate on track in a minimum of three (3) separate U.S. Major Super Tour and/or Conference event weekends and have a minimum of three (3) individual race starts, all in the same class. Events may be a part of any Conference.

A driver may substitute two (2) Regional-sanctioned weekends for one (1) of his three (3) Majors weekend participation requirements. Eligible Regional weekends shall occur between January 1st of that year and a date not less than three (3) weeks prior to the start of the Runoffs or as otherwise specified in the Runoffs supplemental regulations. Endurance races are not eligible.

Drivers in the following classes may replace participation in one up to two (2) Majors weekends with an SCCA Pro Racing weekend in the corresponding class. *Drivers who substitute one (1) Majors weekend with an SCCA Pro Racing weekend must have three (3) Majors/Super Tour race starts. Drivers who substitute two (2) Majors weekends with two (2) SCCA Pro Racing weekends must have two (2) Majors/Super Tour race starts.* Drivers must request this replacement through the Club Racing Department, and pay the entry fee to a the Majors event(s) of their choice, to be collected and distributed by SCCA.”

SM

1. #25914 (Richard Powers) Request 9.1.7.C.7.d. Mirror Mounting: Increase 6 inch limitation
In SM, GCR 9.1.7.C.7.d, make changes as follows.

“Mirror mounting position may be changed; but must remain within 6” 10” of the original location on the exterior of the door.”

2. #26122 (Spec Miata Committee) SM Wet Tire

In SM, GCR Section 9.1.7.C.5, make changes and add new section as follows:

Wheels/Tires

“Any wheel/tire may be used within the following limitations:

a. Required rim diameter is fifteen (15) inches. Maximum rim width is seven (7) inches. Minimum weight of wheel shall be 13 lbs without spacers. All four wheels must be the same dimension including offset.

b. All wheels must be one-piece metal castings (not multi-piece wheels, bolted, riveted or welded together).

~~e. Tires 1. Regional and Majors Competition~~

~~All cars shall use the P205/50ZR15 Hoosier “SM7” Spec Miata Dry or the P205/50R15- Hoosier “H2O” Spec Miata Wet tires.~~

c. The front track shall not exceed 1450 mm. The rear track shall not exceed 1475 mm as

measured per Appendix G, Measuring Track.

d. Aftermarket wheel studs, lug nuts, and wheel spacers are permitted. If spacers are used they shall be no greater than 13mm and equal per axle.

e. Tire tread (that portion of the tire that contacts the ground under static conditions) shall not protrude beyond the fender opening when viewed from the top perpendicular to the ground. To determine compliance, the vehicle should be rolled through a powdered substance, as raced with driver, in order to indicate the tire tread contact patch under static conditions.”

“6. Tires

Competitors must use the official SM Dry tire or SM Wet tire for Regional and Majors competition.

a. Tires must be used in complete sets. No mixing of wet and dry tires on the car.

b. Dry: P205/50ZR15 Hoosier SM7. Required for all cars Regional and Majors competition.

c. Wet: P205/50R15 Hoosier SMW.

1. Majors competitors may use either the 205/50R15 Hoosier H2O or the 205/50R15 Hoosier SMW up until June 2nd, 2019. Effective June 3rd, 2019 all Majors/SuperTours competitors must use the 205/50R15 Hoosier SMW.

2. Regional competitors may use either the 205/50R15 Hoosier H2O or the 205/50R15 Hoosier SMW.

3. In 2020 all Regional and Majors competitors will be required to use only the 205/50R15 Hoosier SMW wet tire.”

3. #26133 (Ron Gayman) Request NB knuckle for NA

In SM, GCR section 9.1.7.C.3, add new section as follows:

“T. NA 90-97 cars may use the OEM Mazda 99-05 (NB) model year rear uprights. NA Cars upgrading to the OEM Mazda NB rear upright must use the NB rear upright on both sides of the car. Miss-matching of rear uprights is not allowed.”

Strategic

1. #25936 (Marcus Merideth) Kart License Acceptance

In GCR section 4.3, add Karting Licensing as follows:

“6 Karting License

Divisional licensing administrators may consider karting experience toward a full competition license. Organizations with robust licensing processes (ie. SKUSA) will be considered for automatic issuance of a full competition license. Ease of entry via this path will be promoted within SCCA and to karting groups through all available communication resources.”

2. #26055 (SCCA Staff) Create Vintage Sanction/Allow GCR classes to run Vintage races

In GCR section 3.1.4., make changes as follows:

“Vintage/Historic races are exhibition events and not intended to be competitive. Vintage/Historic races may be stand-alone or may be included on as part of an SCCA sanctioned Regional or Conference Majors event weekend programs under the following conditions:

A. The Vintage/Historic event is provided for under a Vintage in the sanction and Supplemental Regulations.

B. Vintage/Historic events are run under the 13/13 rule.

a. At a minimum any participant being found at fault in an accident will be put on a probation for a recommended 13 months. Any participant being found at fault in an accident while on probation will be excluded from further participation and suspended from competition for 13 months.

- C. Each driver is an SCCA member holding an SCCA Full Competition License, SCCA Pro License, Vintage License or an SCCA Novice Permit as provided in AppC.2.7.D. and F., or an SCCA approved license.

The following organizations' licenses are currently approved by SCCA for competition in Vintage/Historic events:

1. Classic Sports Racing Group (CSRG)
2. Historic Sportscar Racing (HSR)
3. Society of Vintage Racing Enthusiasts (SOVREN)
4. Sportscar Vintage Racing Association (SVRA)
5. Vintage Auto Racing Association (VARA)
6. Vintage Motorsports Council (VMC) and VMC member organizations
7. Vintage Driver's Club of America (VDCA)

Please direct any questions about licenses to the ~~Club~~**Road** Racing department in the National Office.

- D. All Vintage cars must conform to Appendix Z of the SCCA Vintage Competition Rulebook (VCR), publication #5684 dated March 2005. Roll cages as defined in Appendix Z of the current VCR are required in all production cars considered model year 1973 or later. There is no requirement for cars from model year 1972 or earlier to have roll cages; however, members are encouraged to install roll cages in such cars where satisfactory installation can be achieved. At a minimum, roll bars are required for production cars from model year 1972 or earlier. Where allowed, roll bars must conform to Appendix Z of the current VCR. Driver restraint systems must meet current GCR requirements.

Driver restraint systems must meet current GCR requirements. Driver window safety net or arm restraints are required in closed cars. Open cars require arm restraints.

- E. Vintage/Historic cars shall not be allowed to be grouped with any other SCCA racing classes *in SCCA Regional and U.S. Majors Tour events* (except in a Driver's School).

F. Vintage/Historic sanctioned race groups may include non-vintage classes."

In GCR Appendix B 1.4.2., make changes as follows:

"H. Vintage cars may not be grouped with any other type of cars *at SCCA Regional or U.S. Majors Tour events but may be combined* ~~except~~ at Drivers' Schools.

I. Vintage/Historic sanctioned race groups may include non-vintage classes."

In GCR Appendix C, Table 1, make changes to Vintage Renewal OTHER as follows:

"Results of ~~2~~ **1** Vintage Races or ~~2~~ **1** SCCA Regional Races from the prior 12 months."

In GCR Appendix C, Table 1, make changes to Full Competition Renewal OTHER as follows:
"Results of 1 SCCA U.S. Majors Tour or Regional Sanctioned Race/*Vintage*/Pro/FIA weekend per year."

Note from the CRB:

Current rules prohibit modern GCR classes from running in vintage-based run groups. This recommendation allows for special events (anniversaries, celebrations, etc.) to blend modern vehicles with vintage vehicles, but keeping the spirit of vintage racing where the focus is on

exhibition rather than competition. The creation of a vintage sanction type differentiates the rules each run group on a weekend are run to. Since sanction/insurance/VIP fees are based on a per-entry basis, this will not introduce additional fees or paperwork to a host Region. The introduction of 13/13 aligns with the common practice of other vintage organizations, making SCCA events more relevant in that market.

Taken Care Of

F5

1. #25939 (Russell Strate Jr) Request for Adjustments

Thank you for your letter. Please see the response to letter #25815.

2. #26016 (H. Cory McLeod) Request for Competition Adjustment in F5

Thank you for your letter. Please see the response to letter #25815

FB

1. #26077 (Tim Pierce) I agree with letter #25981

Thank you for your letter. Please see the response to letter #25611, January 2019 Technical Bulletin.

2. #26142 (Jose gerardo) Opposes #25981 FB engine rules/class combination of FA and FB

Thank you for your letter. Please see the responses to letters #25611, January 2019 Fastrack Technical Bulletin, and #25823, January 2019 Fastrack Minutes.

3. #26171 (Tim Pierce) Elimination of FB input

Thank you for your letter. Please see the response to letter #25823, January 2019 Fastrack Minutes, which the Board of Directors approved as recommended in its December 2018 meeting.

4. #26182 (Mike Meyers) Opposes the elimination of the FB class

Thank you for your letter. Please see the response to letter #25823, January 2019 Fastrack Minutes, which the Board of Directors approved as recommended in its December 2018 meeting.

GT2

1. #25333 (marvin epps) 2010 Cayman Street Tuner Into an STO Car

Thank you for your letter. This is taken care of in letter #26029. See January Fastrack.

EP

1. #25862 (Alex Hollenbeck) Supports Drivers Seat Floor Pan Modification

Thank you for your letter. Please reference letter 25426 in the December 2018 Fastrack.

Prod General

1. #25857 (Phillip Hollenbeck) Support for Letter #25426

Thank you for your letter. Please reference letter 25426 in the December 2018 Fastrack.

2. #25977 (Phillip George Hollenbeck) Supports Letter # 25426 Allow Drivers Seat Floor Pan Modification

Thank you for your letter. Please reference letter 25426 in the December 2018 Fastrack.

What Do You Think

None.

RESUMES

None.

TECH BULLETIN

DATE: January 20, 2019

NUMBER: TB 19-02

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 2/1/2019 unless otherwise noted.

American Sedan

AS

1. #26224 (American Sedan Committee) SMG Mustang eligibility in American sedan

In AS, classify the SMG as follows:

See Race Memo 19-01

AS	Wheel-base	Gear Ratios Std. (or Alt.)	Brakes (Max) (in/mm)		Notes:
<i>Spec Mustang (SMG)</i>	<i>107.1</i>	<i>3.73</i>	<i>355mm (F) 300mm (R)</i>	<i>3400</i>	<i>Must meet all requirements of Spec Mustang rules located in Appendix M. No other AS allowances may be used if the car is running under the SMG ruleset.</i>

B-Spec

None

Formula/Sports Racing

FA

1. #25814 (Club Racing Board) FA MZR 2.0 Engine Specification

In FA Table 2, Swift 014-Mazda MZR 2.0, make changes to the notes as follows:

~~"Sealed engine sourced by Elite Engines"~~ *Block must be OE Mazda MZR 2.0 liter casting #LF95, maximum bore 3.455". Crankshaft must be forged Mazda OE 2 liter marked "fomoco" DBE8Z31E, maximum stroke 3.270", minimum rod journal diameter 1.830", minimum main journal diameter 2.026", minimum weight 31.5 lbs. Connecting rods must be magnetic steel; maximum rod length 5.760", minimum weight with fasteners 530g. Maximum compression ratio 13.1:1. Piston minimum weight 320g, maximum dome height from quench area .125". Wrist pin minimum diameter .825", minimum weight 83g. Head must be OE Mazda 2.0 liter MZR, part #LF9G-10-090A, casting #6M8G, with minimum chamber volume 40.5cc; ports must be as cast beginning 1.2" from valve seat insert. Valves must be steel; minimum stem diameter 5.45mm, maximum head diameter 1.402" (intake) and 1.21" (exhaust). Camshafts must be Kent DTEC 80 or Mazda Speed PN 1410001I (intake) and PN 141001E (exhaust), maximum lift .478" (intake) and .446" (exhaust), maximum duration 260 degrees at 1mm lift (intake) and 256 degrees at 1mm lift (exhaust). Intake manifold must be unmodified Elan DP02-60-003 or Mazda Speed equivalent Elite USF2015AT, 1.882" maximum bore diameter at throttle plates. Aluminum spacer must be used between intake manifold and cylinder head castings; minimum spacer length 2.200". Exhaust header may be Pro Fab PN P97819 or Pro Fab PN 100002-01 and must use Pro Fab PN H0503 flange. Collector must be 4-into-1 design. Maximum primary pipe OD 1.75", maximum tail pipe OD 2.5". The CRB reserves the right to implement a requirement that engines be submitted for dyno testing and sealing at any time. If implemented, engine performance will be compared to known specimens. Engines will be denied a seal if they test above 102% of the standard power and torque curve and will be ineligible for competition until power is corrected and the engine is sealed. The participant will be responsible for all costs of dyno testing and delivery. This provision is included to dissuade the competitors from exploiting the rules and expending funds to maximize performance of a budget minded engine option."*

2. #26063 (Club Racing Board) FA 016 weight increase
In FA Table 2, Swift 016 2.3 liter Mazda Duratec spec line, change the weight as follows:
~~"1420"~~ **1450"**

In FA Table 2, Swift 016 2.5 liter Mazda spec line, change the weight as follows:
~~"1420"~~ **1450"**

FF

1. #25810 (Sandy Shamlan) Request for Oversize Honda Fit Pistons

In GCR section 9.1.1.B.14.b.2, make changes as follows:

"Honing of cylinders is permitted to a maximum diameter of ~~73.065~~**73.315**mm (~~2.8766~~**2.8864** inches). Fitting of cylinder sleeves is prohibited. ~~Re-boring to over size is prohibited.~~"

In GCR section 9.1.1.B.14.e, make changes as follows:

"1. Honda Fit OEM standard size pistons, PN: 13010-RB1-000, ~~or Honda Fit OEM 0.25mm~~
~~oversize pistons, PN: 13020-RB7-Z00, must~~**may** be used.

~~2. The use of over size pistons is not permitted.~~

~~3.~~**2.** Piston dimensions and weights:

a. Maximum standard piston diameter, measured at a point 16mm from the bottom of the skirt: ~~72.990~~**73.240**mm (~~2.8736~~**2.8834** inches)."

~~4.~~**3.** Piston rings must be as used in the Fit engine. Two compression rings and one 3 piece oil control ring must be used.

a. The standard ring pack, PN 13011-RB1-004 (Riken) or 13011-RB1-006 (Nippon), ~~or the~~
~~oversize ring pack, PN 13021-RB7-Z01 (Riken) or 13021-RB7-Z02 (Nippon), may be used.~~"

2. #26102 (Club Racing Board) Heat Shield - Fit Intake

In GCR section 9.1.1.B.14.k.2, add a new subsection as follows:

"b. No coating is permitted on the exterior or interior of the manifold. A thermal wrap may be used on the exterior of the manifold, but it must be easily removable for inspection of the manifold."

3. #26158 (John LaRue) Request catch cans/tanks clarification

In GCR section 9.3.14, make the following changes:

"Cooling systems shall be equipped with coolant catch tanks ~~with a minimum capacity of 1 US-Pint~~
~~to prevent the spillage of coolant onto the racing surface. An oil catch tank with a minimum~~
~~capacity of one U.S. quart may also serve as the coolant catch tank~~, except ~~for~~ cars that are
equipped with working OEM pressurized coolant reservoirs, which may use an additional catch
tank. ***If the coolant catch tank is separate from the oil catch tank, the coolant catch tank shall***
have a minimum capacity of one U.S. pint."

In GCR section 9.3.37, make the following changes:

"Oil holding tanks and engine breathers, whether directly or indirectly ventilating the crankcase,
and all transmission/transaxle breathers shall be equipped with oil catch tanks. ***The oil catch***
tank may also serve as the coolant catch tank. Minimum catch tank capacity shall be one U.S.
quart for the engine, ~~and transmission/transaxle, and cooling system.~~ Oil holding tanks and oil
filters may be mounted in the driver/passenger compartment."

FV

1. #26008 (Mike Kochanski) FV Intake Manifold Clarification

In GCR section 9.1.1.C.5.D.20.b, clarify the measurement location as follows:

"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, all measurements to be within the 17.75" bend-to-bend~~
distance as noted below."

P1

1. #26144 (Formula/Sports Racing Committee) Correct errors in GCR section 9.1.8.C.J

In P1, GCR section 9.1.8.C.J, make corrections as follows:

"6. Engines not specified in the tables ~~above~~ *below* are not permitted in P1."

"7. Any ECU utilizing *ETC*/FBW/DBW-ETG throttles; must use dual output pedal position sensors *[add space]* (or other ECU required fail-safes) and be capable of detecting a fault and limiting throttle activation."

GCR

None

Grand Touring

None

Improved Touring

None

Production

None

Spec Miata

1. #25602 (Ralph Provitz) Request 99-00 replacement Wire harnesses

In SM, GCR section 9.1.7.O, add new section and wording as follows:

"2. ECU to Engine Harness (Mazda P/N - 0000-10-020E-99) and Injector Harness (Mazda P/N 0000-10-080D-99) may be used on 1999 and 2000 model year cars. They must be used in their entirety and may not be modified in any way."

2. #25913 (Richard Powers) Organize and Clarify 9.1.7.C.1.o.

In SM, GCR section 9.1.7.C.1.O, remove the entire section and replace with new format and wording as follows:

Electrical Equipment

~~1. The ECU and engine electrical harness must be as supplied by Mazda. No modifications are permitted. The ECU maps and inputs must not be modified. Chips may not be replaced. The OBDII diagnostic port must be operational in all 1996-2005 cars.~~

~~2. Ignition coils must be stock Mazda parts. No modifications are permitted.~~

~~3. All sensors related to engine operating parameters must be used and must be stock Mazda parts. These sensors and their locations and mounts, and their wiring harness leads may not be altered except as allowed in subsection 9 below. Any sensors required for analog type gauges must be in addition to the Mazda sensors. Data acquisition sensors may be added. Relocating the oil pressure sending in order to install an oil pressure gauge is permitted. On 96-05 cars a single fixed bracket may be installed to support and secure the crank position sensor (GPS) in its stock location. The bracket may only attach to the GPS, the GPS mounting~~

~~bolt, and the closest oil pump threaded mounting hole and must serve no other purpose.~~

~~4. The alternator may be OEM equivalent. The alternator drive pulley must be stock. The alternator~~

~~must not be disabled in any way. Spark plugs and spark plug wires may be substituted. Ignition timing is unrestricted within stock adjustment capability.~~

~~5. Batteries may be replaced with those of an alternate manufacturer, provided they are of similar~~

~~amp-hour capacity, size, and are fitted in the standard location. Batteries shall weigh 18.0-28.0 lbs. Additional battery hold-down devices may be used and are strongly recommended.~~

~~6. For 1999-2005 model years only, it is permitted to alter the ignition timing either by elongating~~

~~the mounting holes of the stock crankshaft position sensor trigger wheel or by replacing it~~

with the Mazda adjustable trigger wheel, part number 0000-10-5100-AJ. Fasteners (including upsizing) are open for pulley/timing plate attachment.

~~7. It is permitted to remove all components of the cruise control system.~~

~~8. It is permitted to remove the horn.~~

~~9. An electrical pigtail ranging from 3" to 6" in length and terminated with any 3 pin electrical connector may be soldered and potted to the OEM cam sensor for the purpose of correcting a known issue with the factory connection. The factory harness connector may be removed and replaced with the appropriate mating connector.~~

~~10. Auxiliary control of the radiator cooling fan may be added to power the fan independent of the ECU. OEM control of the fan must remain functional.~~

o. Electrical Equipment

1. Batteries may be replaced with those of an alternate manufacturer, provided they are of similar amp-hour capacity, size, and are fitted in the standard location. Batteries shall weigh 18.0-28.0 lbs. Additional battery hold-down devices may be used and are strongly recommended.

2. The alternator may be OEM equivalent. The alternator drive pulley must be stock. The Alternator must not be *externally regulated or disabled in any way other than by the OEM production ECU/Wiring circuit and Master Kill switch.*

3. Ignition coils must be stock Mazda parts. No modifications are permitted. Spark plugs and spark plug wires may be substituted. Ignition timing is unrestricted within stock adjustment capability. For 1999-2005 model years only, it is permitted to alter the ignition timing either by elongating the mounting holes of the stock crankshaft position sensor trigger wheel or by replacing it with the Mazda adjustable trigger wheel, part number 0000-10-5100-AJ. Fasteners (including upsizing) are open for pulley/timing plate attachment.

4. The ECU, *engine and emission* electrical harnesses must be as supplied by Mazda. No *circuit* modifications are permitted. The ECU maps and inputs must not be modified. Chips may not be replaced. The OBDII diagnostic port must be operational in all 1996-2005 cars. *Damaged harness wires and/or connectors may be repaired by splicing of OEM equivalent connectors and leads.*

5. All sensors related to engine operating parameters must be used and must be stock Mazda parts. These sensors and their locations and mounts, and their wiring harness leads may not be altered except as allowed in subsection **6** below. Any sensors required for analog type gauges must be in addition to the Mazda sensors. Data acquisition sensors may be added. Relocating/*removal of* the oil pressure sending *unit* in order to install an oil pressure gauge is permitted. On 96-05 cars a single fixed bracket may be installed to support and secure the crank position sensor (CPS) in its stock location. The bracket may only attach to the CPS, the CPS mounting bolt, and the closest oil pump threaded mounting hole and must serve no other purpose.

6. An electrical pigtail ranging from 3" to 6" in length and terminated with any 3 pin electrical connector may be soldered and potted to the OEM cam sensor for the purpose of correcting a known issue with the factory connection. The factory harness connector may be removed and replaced with the appropriate mating connector.

7. It is permitted to remove the horn.

8. It is permitted to remove all components of the cruise control system.
9. Auxiliary control of the radiator cooling fan may be added to **activate** the fan independent of the ECU. OEM control of the fan must remain functional.

3. #26123 (Spec Miata Committee) Strike Tire Tread Language

In SM, GCR section 9.1.7.C.5, remove the section as follows:

~~e. Tire tread (that portion of the tire that contacts the ground under static conditions) shall not protrude beyond the fender opening when viewed from the top perpendicular to the ground. To determine compliance, the vehicle should be rolled through a powdered substance, as raced with driver, in order to indicate the tire tread contact patch under static conditions.~~

Strategic

None

Super Touring

None

Touring

T3

1. #26170 (Derrick Ambrose) Request correction on brake sizes

In T3, Mazda Mazdaspeed 3 (07-09), make corrections to the brakes as follows:

“(F) ~~300~~ **320** Vented Disc (R) ~~280~~ **300** Solid Disc”

In T3, Mazda Mazdaspeed 3 (10-13), make corrections to the wheelbase as follows:

“~~2309~~ **2639**”

T4

1. #26129 (James Coughlin) 2012-2015 Honda Civic Si Performance Request

In T4, Honda Civic Si (12-13), add to the notes as follows:

“**Sway bars up to 32mm front and rear permitted.**”

In T4, Honda Civic Si (14-15), add to the notes as follows:

“**Sway bars up to 32mm front and rear permitted.**”

JUDGEMENT OF THE COURT OF APPEALS John Rock vs. SOM COA Ref. No. 18-21-NE December 28, 2018

FACTS IN BRIEF

On October 7, 2018, following the Group 6 race at the MARRS 10 Season Finale at Summit Point Raceway, Assistant Chief Steward Fred Brinkel filed a Request for Action (RFA) asking for investigation of contact occurring at the start of the race. The RFA cited possible violations of General Competition Rules (GCR) 6.11.1. (Rules of the Road) and 2.1.4. (Reckless and Dangerous Driving) involving Improved Touring S (ITS) #0 driven by Chuck Buczeski, ITS #2 driven by Matt Littleton, and ITS #52 driven by John Rock.

The Stewards of the Meeting (SOM) Terry Hanushek, Sue King, Paula Hawthorne, and Gene Kern (Chairman) met, reviewed the evidence, heard witnesses, and determined Mr. Buczeski violated GCR 6.11.1.A. and 2.1.4. by initiating contact with Car #2 which then caused Car #0 to contact Car #52. The SOM disqualified Mr. Buczeski from the race and levied an additional penalty of Probation for three (3) race weekends. These penalties incurred four (4) penalty points on Mr. Buczeski's competition license. Mr. Rock appealed the ruling of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Pat McCammon, Michael West, and Laurie Sheppard (Chairman) met on December 13 and 20, 2018, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Mr. Rock, received December 12, 2018.
2. Official Observers Report and related documents, received December 12, 2018.
3. Video evidence from Car #82 and Car #2, received December 12, 2018.
4. Email thread between SOM and Mr. Rock dated October 15-20, 2018, received December 12, 2018.

FINDINGS

Mr. Rock states in his petition that he is appealing the severity of the penalty assessed to Mr. Buczeski. He cites the extensive damage to two competitors' cars and his serious physical injuries diagnosed days after the event as justifying a harsher penalty against Mr. Buczeski. He also states Mr. Buczeski did not respond sufficiently to the situation.

Mr. Rock left the track prior to completion of the RFA investigation. He was notified of the outcome via email from Mr. Kern on October 16, 2018. Mr. Rock mailed his petition within ten days of notification, but other factors delayed receipt of his appeal by the COA.

The COA reviewed the available witness statements and video evidence and agrees Mr. Buczeski caused the incident involving the three vehicles. As the green flag was shown, Car #2 was on the right side of the third row, with Car #0 immediately behind and Car #52 alongside. Car #2 followed a straight line about one-half car width from the track's right edge. Car #52 began to pull ahead of Car #2, which maintained its position near the right edge of the track. Car #0 took advantage of the paved pit exit to move to the right of Car #2 in an attempt to pass. This took Car #0 outside the marked limit of the track. Car #0 continued the passing attempt beyond the pit exit by putting two wheels in the grass but moved left before clearing Car #2. As a result, Car #0's left rear contacted the right front of Car #2, turning both cars to

the left. Car #52 completed the pass of Car #2 but was then hit in the right rear by Car #0 as the latter traveled across the track. That impact caused Car #52 to spin and impact the tire wall on driver's right. Car #2 impacted the tire wall on driver's left. Only Car #0 was able to continue.

The SOM determined Mr. Buczeski bore sole responsibility for the multi-car incident and violated GCR 6.11.1.A. by failing to avoid contact with Mr. Littleton. In addition, because he exceeded the limits of the track surface while attempting to pass Car #2, Mr. Buczeski breached the rules by driving recklessly or dangerously (GCR 2.1.4.).

Mr. Rock suggests that GCR 7.2. (Range of Penalties) was not applied appropriately or fairly due to the damage caused by Mr. Buczeski. GCR 7. (Penalties) indicates that penalties are assessed for violations of the GCR or Supplemental Regulations, rather than for property damage or physical injury. The COA finds the multiple penalties assessed by the SOM were within the range of penalties allowed for the violations identified above.

DECISION

The COA upholds the SOM decision in its entirety. Mr. Rock's appeal is timely and well founded. His entire appeal fee will be returned with the Court's apology for the delayed hearing of his appeal.

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:

CLUB 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>

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>

SCCA NATIONAL CONVENTION

Event page:

<https://www.scca.com/events/1983542-2017-scca-national-convention>

EVENT CALENDAR:

SCCA Events:

<http://www.scca.com/events/>

SOLO EVENTS BOARD

SOLO EVENTS BOARD | January 8th

The Solo Events Board met at the SCCA Convention January 20th and by conference call January 30th. Attending were SEB members Brian Conners, Mike Brausen, Bob Davis, Zack Barnes, Keith Brown, Mark Scroggs, and Marshall Grice; Charlie Davis, and Chris Albin of the BOD; Doug Gill and Howard Duncan 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

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Member Advisories

Street Category

#26169 2019 Acura NSX

The 2019 NSX has already been classed per the 2019 rulebook.

#26251 SAC Position

The SEB has approved the addition of Matt Luckow to the SAC.

Street Touring Category

#26054 What Class do I belong?

The STAC is currently holding classing decisions on the 2019 Miata in the ST category to see if additional data regarding tuning and power becomes available. Until a classing decision is made you may want to request a regional ST classing from your local regional program, or you may run in CSP under the "Sports cars under 2.0L not otherwise classed" catch-all.

Street Modified Category

#25577 Clarification on E-Brake rule

Per the SMAC, a hydraulic emergency brake may replace a mechanical emergency brake. This hydraulic system must be separate from the primary brake hydraulic system, and shall not share fluid with the primary system.

#26152 SMAC Applications

The SEB has approved the addition of Jake Namer to the SMAC.

#26155 SMAC Application

The SEB has approved the addition of Dan Stainback to the SMAC.

Change Proposals

Safety

#24310 Driver Restraints and Roll Bars in Street Driven cars

The SEB is proposing the following change to wording in Section 12.

Closed Car

"A closed car is one with a full roof, a targa top-type car with a full windshield, or a T-top-type car with a full windshield. ~~or a convertible with a full windshield and a standard (as defined herein) hardtop which has been bolted securely in place.~~"

Note: This will affect cars currently running a hard top and full harness without a roll bar.

Street Prepared Category

#23358 Align SP fluid cooler allowances with ST allowances

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

15.10.U

Any transmission *and/or differential* oil coolers may be used. *Differential covers may be modified or substituted for cooling.*

#25346 Leaf Springs in SSP

The SPAC is requesting member feedback on the following rule change proposal. This change is being considered due to limited supply of springs for the vehicles effected.

"15.8.M For cars originally equipped with transverse leaf springs: spring type may be changed to a coil spring. Spring perches may be added to shock absorbers for mounting coil springs in a "coilover" configuration."

Street Modified Category

#23106 16.1.H Rule Clarification - Rear diffusers

The SEB and SMAC are requesting further member feedback regarding the following proposed change:

Add to 16.1.K as follows:

"Diffusers that come as a standard OE part are allowed, but may not be modified. They may be removed in their entirety to facilitate other allowed modifications. Aftermarket diffusers or other items acting as diffusers are not allowed."

Prepared Category

#26099 Clarification: Radiator mount/support modification

The PAC would like member feedback on the proposed wording changes to section 17.10.O.2 and Appendix A:

In 17.10.O.2:

Any water radiator is allowed, provided there are no changes in the exterior bodywork to accommodate its use. It shall not be located in the driver/ passenger compartment. Separate expansion or header tank(s) are permitted provided they are not mounted in the driver/passenger compartment. The heater core may be removed entirely but not modified or replaced. Water radiators may be filled with water, antifreeze, and/or nonflammable liquids the purpose of which is to transfer heat and/or inhibit freezing, boiling, and/or corrosion. ~~A Corvair may use a water radiator. Other modifications which may be involved in its use are not permitted unless explicitly allowed by the contents of Section 17.~~ A radiator may be relocated so long as the other applicable items in Section 17 are not violated (e.g., the exterior

bodywork is not altered) to accommodate the change. *OE radiator support/mounts can be modified to accommodate an alternate radiator configuration.*

In Appendix A, CP:

Chevrolet

Corvair & Corvair Turbo (1960-64); weight (lbs.):.....1850

A water radiator may be substituted. Other modifications which may be involved in its use are not permitted unless explicitly allowed by the contents of Section 17.

Corvair & Corvair Turbo (1965-69); weight (lbs.):.....1850

A water radiator may be substituted. Other modifications which may be involved in its use are not permitted unless explicitly allowed by the contents of Section 17.

Modified Category

#25252 Footplates in B Modified

The MAC is seeking member input on the following proposal.

In Appendix A under Modified Class B, change section E.1 as follows:

“E. Aerodynamic restrictions for Sports Racers:

1. The total area when viewed from the top of front and rear wings shall not exceed 8 sq. ft. (0.743 m2). Area calculation is of *a rectangle fully enclosing* the airfoil element plan view and does not include *flat vertical* side plates, *but does include footplates and similar aerodynamic devices*. Side plate area and element profile are unrestricted.”

#25046 Solo Vee carburetor(s)

The MAC is seeking member input regarding the following change proposal:

In Appendix A, Modified Class C, section C.1.a.2, change

“Any single carburetor is permitted. Multiple carburetors are prohibited.”

to

“Any single carburetor is permitted. Dual one-barrel carburetors are permitted.”

#25570 Allow Dial a Jet modifications for FMod carbureted engines

The MAC is seeking member input regarding the following rule change proposal.

In Appendix A, under F Modified, add new subsection A.6 (and renumber subsequent sections accordingly) as follows:

“6. External carburetor jetting devices may be used (such as Mikuni Power Jet, Dial a jet, Intelijet, Thunder Powerjet). They must be plumbed to the float bowl for the carburetor for which they are installed. Remote float bowls are not allowed.”

Handled Elsewhere

Street Category

#25748 Electronic shock tuning - Don't open Pandora's box!

Please see the response to #25746

#25763 Feedback on shocks letter 22772

Please see the response to #25746

#25767 Please No Active Damper Programming in Street

Please see the response to #25746

#25860 December FT - Member feedback requested on shock controllers

Please see the response to #25746

#25924 Please do not allow electronic shock controllers

Please see the response to #25746

#25932 Comment on #22772 #20102 Replacing Electronic Shocks

Please see the response to #25746

#25954 Electronic shock controller allowance

Please see the response to #25746

#26007 OPPOSE Proposition #25430 moving BMWs to BS

Please see the response to #26006

#26010 BMW M3 Move

Please see the response to #26006

#26039 Arguments opposing moving M3 from FS to BS

Please see the response to #26006

#26057 BMW M3 Move

Please see the response to #26006

#26060 #25430 Move BMWs out of the stock pony car class to BS

Please see the response to #26006

#26098 E9X M3 ZCP is adequately classed

Please see the response to #26006

#26125 RE: #25430 E9X M3 ZCP Reclass

Please see the response to #26006

#26150 Don't move BMWs out of the stock pony car class to BS

Please see the response to #26006

#26180 All CS series BMW's to separate class from non-CS series BMW's

Please see the response to 26006

#26181 Please update Hyundai Veloster Turbo to include 2019 model year

Please see the response to letter #25470 in the January Fastrack.

#26195 Ref. to #25430 and FS Car Count

Please see the response to #26006

#26239 2019 Hyundai Veloster N Class?

Please see the response to letter #25470 in the January Fastrack.

Street Touring Category

#26105 Request for classing of my car (AWD Tesla Model 3)

Thank you for your input. Please see the response to letter #25818 in the February Fastrack.

Not Recommended

Street Category

#25858 Mitsubishi Lancer Ralliart to GS

Thank you for your input. The SAC will continue to monitor the performance balance between GS and DS.

#26126 Cobalt SS/TC to GS 08-10

Thank you for your input. The SAC believes these cars are appropriately classed.

#26207 Mini Cooper S buried

Thank you for your input. The SAC believes this Mini exceeds the performance potential for GS.

#26217 Keep the STI's together

Thank you for your input. The SAC believes the new STI's changes to third gear along with a broader power curve were enough of a change to warrant a separate line. The SAC will be closely monitoring the performance of the new additions to DS this year.

Street Touring Category

#25980 Super Street Touring

Thank you for your input. The STAC is evaluating options for vehicles that exceed the performance envelope of the current ST classes.

#26190 Intercooler Boost Piping Modification

Thank you for your input. The STAC is not in favor of an intercooler piping allowance at this time.

Street Prepared Category

#24337 89-91 Honda Civic Si to FSP (in Full STS Prep except tires)

Thank you for your input. The SPAC is continuing to work with the SEB on an experiment in a limited prep rule set.

#24493 Class philosophy

Thank you for your input.

#25156 Complete Replacement of Fenders

Thank you for your input. The SPAC does not believe that allowing complete fender replacement is in the best interests of the category.

#25293 reclassification request

Thank you for your input. The SPAC believes the '88-'91 Civic/CRX is appropriately classed at this time.

#25345 Drive shaft upgrade

Thank you for your input. The SPAC does not believe that this change is in the best interests of the category.

#25783 Reclass 2005-2010 Mustang GT to FSP

Thank you for your input. The SPAC believes these cars are appropriately classed.

#25896 Moving the Honda s2000 from BSP to DSP

Thank you for your input. The SPAC believes these cars are appropriately classed.

Street Modified Category

#25606 SM AWD cars

Thank you for your input. The SMAC believes classing structures are appropriate at this time, but will continue to monitor the balance between 2WD and AWD cars in SM.

Prepared Category

#24953 Wings in Prepared

The PAC and SEB thank the member for the input. However, because the proposal has implications beyond the Prepared category, we have decided to not consider it at this time.

Modified Category

#25585 EM weight simplification

At this time the MAC believes that maintaining rules stability in the weight and engine displacement rules is of more value than a potential improvement from using a single weight for all engine sizes.

#25696 Request to add new class

The MAC believes that at this time a class for FSAE cars with non-compliant intakes is better handled at the Regional level. Regions have the ability to allow any class that meets local needs. We suggest the creation of a set of rules that you and other owners of FSAE cars in a similar situation could use for Regional competition. Significant participation at the Regional level could potentially show the need for a National class.

Other Items Reviewed

Street Category

#25746 NO Electronic shock adjustment

Thank you for your input.

As published in the December 2018 Fastrack the SEB rules recommendations were submitted to the Board of Directors for approval. During the review process the BOD wanted to further discuss the electronic shocks rule and the language proposed. Rather than delay the entire rules package the BOD withheld the rule until the details of that proposal could be further discussed. The SEB revised the proposal using language from the July Fastrack. The BOD approved the language below, effective upon publication in this Fastrack.

Per the SAC, add the following to Section 13 in the rulebook:

"13.5.A.8 Vehicles in Super Street originally equipped with an adaptive ride control system (MSRC, MRC, PASM, AMS, etc.) the calibration may be altered using an OEM provided re-flash or the entire controller may be replaced. The calibration or replacement controller may not perform any function not present in the OE controller. OEM Shock bodies and internals must remain unaltered. Additional sensors are not allowed. No modifications to the wiring harness is allowed."

The SEB will be evaluating this rule on regular basis and conduct a yearly review. The SEB is proceeding cautiously by adding this allowance to just one class. This allowance may change as the membership gains experience and can provide feedback as it applies to Solo. Based on that feedback the allowance may be expanded or rescinded.

#26006 Proposition #25430 moving BMWs to BS

Thank you for your input on the proposed classing change.

Street Prepared Category

#25340 NO on Sunroof Removal

Thank you for your input. Please see the response to letter #24599.

#25441 Classing the 6th Gen Camaro

Thank you for your input. Please see the response to letter #25304 in the February Fastrack.

#25529 24599 feedback - Sunroof mods

Thank you for your input. Please see the response to letter 24599 in the January Fastrack.

#25760 Classification request for 2018+ Chevy Camaro ZL1 1LE

Thank you for your input. Please see the updated Appendix A in the 2019 Solo Rules on the SCCA website.

Prepared Category

#26168 #24314 Input

Thank you for your input.

Kart Category

#25972 comments of #25502

Thank you for your feedback regarding the changes to 19.1.D. The KAC will be keeping an eye on Stock Moto and make any adjustments needed for the 2020 rules.

The KAC currently believes that the weight delta between Open and Ladies classes is appropriate for the current membership.

Tech Bulletins

Street Category

#25861 2019 Dodge Challenger R/T Scat Pack Widebody

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

BS

Dodge

Challenger R/T Scat Pack Widebody (2019)

#26073 2019 Mustang Bullitt

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

FS

Ford

Mustang Bullitt (2019)

Street Touring Category

#26078 Fusion Sport classing

Per the STAC add the following listing to Appendix A.

STH

Ford

Fusion Sport (2017-2019)

Kart Category

#25265 19.2.E.2 Emergency Kill Switch clarification

Change 19.2.E.2 as follows:

All Formula Junior karts must have ~~an~~ *a maintained (non-momentary)* emergency ignition kill switch clearly visible and easily accessible to the driver while seated and operating the kart.

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | February 5, 2019

The Club Racing Board met by teleconference on February 5, 2019. Participating were Peter Keane, Chairman; David Arken, John LaRue, Kevin Fandozzi, Sam Henry, Tim Myers, Tony Ave, Paula Hawthorne, Steve Strickland and Shelly Pritchett, secretary. Also participating were: Bob Dowie, Peter Jankovskis, and Marcus Meredith, BoD liaisons; Eric Prill, Chief Operations Officer, Deanna Flanagan, Road Racing Director, Rick Harris, Club Racing Technical Manager, and Scott Schmidt, Series Tech Chief. The following decisions were made:

Member Advisory

STL

1. #26216 (Darren Murdock) Request Wing Rule Clarification

Thank you for your letter. In STL the wing in its entirety must be no higher than 6 inches below the highest point of the body or the main hoop of the roll cage. Whichever is higher.

STU

1. #26139 (Ben Marouski) Request Gen 2 2010 MINI Cooper S

Thank you for your letter. All turbo charged engines running either their stock or approved alternate turbo must run at chart weight for turbocharged engines. The weight is set based on turbo inlet size. You may choose a restrictor size and weight from the chart. GCR 9.1.4.1.H.6

2. #26390 (Super Touring Committee) DI turbo prep changes for 2020

Thank you for your letter. Starting in 2020, all Direct Injected Turbo engines will be limited in preparation. The new limits will include; stock compression, stock camshaft lift, and no porting.

No Action Required

FV

1. #26220 (Stevan Davis) Opposes Formula Vee Spec RAIN tire for 2020

Thank you for your letter. Please see the response to letter #24977, November 2018 Fastrack Technical Bulletin.

2. #26226 (Stevan Davis) Formula Vee Spec RAIN tire for 2020 - follow up

Thank you for your letter. The Club Racing Board appreciates your comments.

3. #26232 (Stevan Davis) Supports improving communication to membership

Thank you for your letter. The Club Racing Board appreciates your comments.

GT1

1. #26163 (david mead) Request GT1-ST classification for Ferrari Challenge 488

Thank you for your letter, the GT1-ST was already classified in GTX.

IT General

1. #26328 (Jose De Miguel) Request to clarify maximum wheel sizes

Thank you for your letter. Wheel diameter rules have been removed from the Improved Touring category. All that is limited is wheel width and tire sizes as listed in 9.1.3.D.7 "Wheels/Tires".

FP

1. #26255 (Jeremy Schwarz) Request wind screen clarification

Thank you for your letter. Rule 9.1.5.E.9.a.8.A is adequate as written. It states that the stock front windshield and frame can be removed from an open top car, and if they are, then a replacement windshield must be installed. The only limitations on the design/size/profile of that replacement windshield are also given as follows: "The replacement windshield must be fitted within the vertical planes of the front most and rear most elements of the stock windshield and frame. The replacement windshield must not exceed the height or width of the stock windshield and frame. Any portion of the windshield that is in the driver's line of sight, must be constructed of a clear material. No part of the replacement windshield can be constructed of glass."

Strategic

1. #26249 (Jonathan Benefield) Request new race series

Thank you for your letter. This proposal has been forwarded to SCCA Road Racing and SCCA Pro Racing staff for consideration.

2. #26258 (Jason Stine) Request TV Coverage for Super Tour Events

Thank you for your letter. SCCA is always looking for ways to expand the Hoosier Super Tour experience and reach within the series' budget.

ST General

1. #25785 (DAVID MEAD) Bumper Cover Clarification

Thank you for your letter. The advisory committee feels the rule is clear as written.

2. #25788 (Christopher DeShong) Support for #25785

Thank you for your letter. You are permitted to make necessary modifications to body work in order to mount an air dam.

STU

1. #25836 (DAVID MEAD) Request to better define (porting allowed) in 9.1.4.1 B.4

Thank you for your letter. Per GCR Appendix F, ports do not include the combustion chamber.

T1

1. #26082 (Matt Jensen) Request to allow E92 M3 Brake/air inlet duct kit

Thank you for your letter. The advisory committee feels the T1 brake duct rule is adequate as written.

T2-T4

1. #26053 (DAVID MEAD) Clarify FRS/BRZ/86 Raceseng, part # raceseng-ft86-r-shock-top

Thank you for your letter. Recent clarifications have been made related to this item.

2. #26120 (dave kutney) Supports Allowing Single Adjustable Shocks

Thank you for your letter. Your response has been logged.

3. #26210 (Raymond Blethen) Opposes Adjustable Shocks In Touring

Thank you for your letter. Your response has been logged.

T3

1. #26124 (david mead) T3 Solstice GXP

Thank you for your letter. This car will be closely monitored.

2. #26351 (jim drago) Request to allow SD radiator in T3 Mazdaspeed Miata

Thank you for your letter. Radiators are open per Touring rules.

T4

1. #26080 (Felix Borodaty) Request to Open Shocks to Single Adjustable
Thank you for your letter. Your response has been logged.
2. #26112 (Richard Grunenwald) Supports Single Adjustable Shocks in T4
Thank you for your letter. Your response has been logged.
3. #26128 (Stephen Blethen) Opposes Adjustable Shocks in Touring
Thank you for your letter. Your response has been logged.
4. #26135 (Aaron Hale) Support for letter 26129
Thank you for your letter. Your response has been logged.
5. #26146 (chi ho) Supports adjustable shocks in T4
Thank you for your letter. Your response has been logged.
6. #26176 (david mead) Request to clarify Solstice/Sky ride height allowance
Thank you for your letter. The advisory committee appreciates your input.
7. #26179 (Jeff Andrews) Oppose to #25796 request to allow adjustable shocks in T4
Thank you for your letter. Your response has been logged.
8. #26227 (Steve Bertok) Opposes adjustable shocks in T4
Thank you for your letter. Your response has been logged.
9. #26230 (Jon Rogers) Supports RE: #25796 adjustable shocks
Thank you for your letter. Your response has been logged.
10. #26247 (Jim Ebben) Opposes adjustable shocks in T4
Thank you for your letter. Your response has been logged.

Not Recommended

B-Spec

1. #26040 (Clint deWitt) Request to Reconsider Weight Added to Later Minis
Thank you for your letter. The advisory committee does not advise any change to weights at this time.

F5

1. #26326 (Jay Novak) Request F500 performance target
Thank you for your letter. The Club Racing Board does not recommend these changes. Please see the response to letter #25815, February 2019 Fastrack Minutes.

FA

1. #24161 (Mirl Swan) Request to Allow Downforce Increase for Standard FAs
Thank you for your letter, this change is not recommended at this time.
2. #26322 (Bill Gillespie) Request to reconsider recent Swift 016 weight increase
Thank you for your letter. The Club Racing Board does not recommend this change. The Swift 016 has hard points on both sides of the cockpit for installing ballast, and adding weight is a more cost-effective solution than the dyno work and re-tuning associated with a restrictor change.

FB

1. #26330 (JEREMY HILL) Request to open ecus and throttle bodies
Thank you for your letter. The Club Racing Board does not recommend this change. The

original intent of the FB rules was to allow the fuel injection system to be unrestricted except for a requirement of stock throttle bodies from a fuel injected engine (see GCR section 9.1.1.G.4.E) and to prohibit the use of stand-alone aftermarket ECUs (see GCR section 9.1.1.G.4.C). Any intent to require the throttle bodies and ECU to be year-matched to the engine would have been specifically noted in the rules, which contain no such requirement.

FM

1. #26228 (Ben Ditson) Request to introduce the PRO FM as FM2 class (similar to FE & FE2
Thank you for your letter. The Club Racing Board does not recommend this change. Please see the response to letter #25654, January 2019 Fastrack Minutes.

FV

1. #26213 (James Vaseff) Request to re-visit time frame FV Spec Wet Tire Rules
Thank you for your letter. The Club Racing Board does not recommend this change. Please see the response to letter #24977, November 2018 Fastrack Technical Bulletin.

GT2

1. #26065 (Bob Monette) Request Clarification of Weight for Porsche 997 Cup Car
Thank you for your letter. The car is competitive as classed. Club Racing Board will continue to monitor performance.

2. #26134 (marvin epps) Request wheel fans to be allowed
Thank you for your letter. Wheel fans are allowed for purpose built GT2 cars, but not for GT2/ST cars.

EP

1. #25871 (Bill Lamkin) Request Weight Reduction for 2.8L Bmw 328i/is
Thank you for your letter. This weight reduction is not recommended at this time, but the PAC encourages the letter writer to continue to develop and campaign this vehicle, as the performance parity across all of EP is continually monitored.

2. #26038 (Anthony Black) Request for Better Rotors and Venting Restrictions
Thank you for your letter. The Club Racing Board does not recommend this change. Finding quality OE-style brake rotors has not been a known issue to date, but the PAC will continue to monitor parts availability across the category.

HP

1. #25979 (Jason Isley) Request to Modernize H Production.
Thank you for your letter. It is the task of the PAC to try and give a wide variety of vehicles the fair chance of being competitive, within the performance envelope of its classes, regardless of when that vehicle was originally built. This suggested class philosophy change would alienate a large number of HP racers, and effectively push them out of the category. The goal will remain to try and include as many vehicles into the performance realm of the Prod classes as reasonable. In HP specifically, newer cars are being classified, and meshing into its typical fields, adding to the sustainability and attractiveness of the class.

Prod General

1. #26172 (James Bell) Request to allow replacement of rear window glass in closed cars
Thank you for your letter. The Club Racing Board does not recommend this change. Openings in the rear window of closed roof cars could potentially weaken the window or allow exhaust fumes inside the vehicle.

SM

1. #26269 (marc cefalo) Request OEM hardtop for reduced pricing
Thank you for your letter. Your request is not within Spec Miata advisory committee's authority to question a vendor's price on a product.

2. #26369 (Jim Graffy) Request to Delete 9.1.17.C.3.a.1.a-e Page 558

Thank you for your letter. The Spec Miata advisory committee does not recommend a change to the current Penske shock rules at this time.

ST General

1. #25778 (Austin Hilliard) Request for Clarification on 9.1.4.c.12

Thank you for your letter. Please see 9.1.4

C. Bodywork

1. Unless otherwise allowed, standard body appearance must be strictly maintained.

2. #25798 (david mead) Request to classify S2000 with K24 crank

Thank you for your letter. The Club Racing Board doesn't support mixing and matching parts from different engine families.

STL

1. #25766 (Kevin Koelemeyer) Request to classify K24 in STL

Thank you for your letter. Maximum engine size in STL is 2000cc plus allowance for boring of block.

STU

1. #25787 (Chris Itterly) Request to Change Turbo Rules

Thank you for your letter. Per your request regarding 9.1.4.1.B. The Club Racing Board does not recommend this option for DI turbo charged engines at this time.

Per your request regarding 9.1.4.1.H.6 Please see response to letter #26398

Per your request regarding 9.1.4.1.H.5 The TD05HR-15GK2 turbocharger was specifically permitted on the Dodge SRT4 due to it being a factory available dealer installed part. This turbo would not fit any manifold other than the SRT4 Stage 3.

2. #25854 (Alex Phelps) Request for Roofless EP Car Allowance

Thank you for your letter. The Club Racing Board does not feel that removing windscreen on Super Touring cars is appropriate at this time.

3. #25908 (William Goodro) Request for 18x9.5 Wheel On Pontiac Solstice GXP

Thank you for your letter. The Club Racing Board does not recommend increasing wheel size at this time.

4. #25953 (Juan Catala) Request to Use VTEC Cylinder Heads on All Honda B Series Engines

Thank you for your letter. The Club Racing Board does not recommend this change. VTEC cylinder heads are not a direct install on a B20 block.

5. #26005 (Dale Shoemaker) Request for Mazda Renesis Engine Street Port

Thank you for your letter. The Renesis engine already has ports larger than the street port template. There would be no reason to allow street porting specifically on a Renesis.

6. #26274 (Kevin Koelemeyer) Request 9 inch wheel

Thank you for your letter. The Club Racing Board does not consider this necessary at this time.

7. #26362 (Luis Rivera) Request a 20b engine

Thank you for your letter. The 20B engine exceeds the performance envelope of STU

T1

1. #26145 (Bill Baten) Request for T1 Camaro allowances

Thank you for your letter. Changes of this magnitude must be supported with data collected at Majors races. Please bring the car to the track and race it.

T2

1. #25967 (Darin Treakle) Request for Intercooler on 2017+ Civic Type R
Thank you for your letter. Please refer to letter 25969 for recent changes to this car. March 2019 Technical Bulletin.

2. #25968 (Darin Treakle) Request for Cold Air Intake on 2017+ Civic Type R
Thank you for your letter. Please refer to letter 25969 for recent changes to this car. March 2019 Technical Bulletin.

3. #25970 (Darin Treakle) Request for 26mm Rear Sway Bar on 2017+ Civic Type R
Thank you for your letter. Please refer to letter 25969 for recent changes to this car. March 2019 Technical Bulletin.

4. #26289 (Kurt Rezzetano) Request 2005-2013 corvette C6 Coupe/ Grandsport restrictor size
Thank you for your letter. The car is competitive as classed based on 2018 data. Please bring the car out in 2019 so we can continue to collect data on it.

T2-T4

1. #26173 (david mead) Request clarification of suspension settings
Thank you for your letter. The advisory committee feels the rules are adequate as written.

2. #26174 (david mead) Request subframe rule clarification
Thank you for your letter. The advisory committee feels the rules are adequate as written.

T3

1. #25541 (David Ray) Request to Move SMG to T3 - and/or National Class
Thank you for your letter, the Club Racing Board does not recommend this at this time, it is against class philosophy.

2. #26240 (Bryan Borkey) Request S2000 tire size adjustment
Thank you for your letter. Recent changes have been made to this car. Please bring the car out in 2019 so we can continue to collect data on it.

T4

1. #26178 (david mead) Request 2014+ Mazda3 wheel width adjustment
Thank you for your letter. Recent changes have been made to this car. Please bring the car out in 2019 so we can continue to collect data on it.

2. #26185 (david mead) Request for T4 06+ MX5 header allowance
Thank you for your letter. At this time only the Mazda Header has been classified. There are no current plans to open this up to alternates.

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.

Strategic

1. #25516 (Raymond Blethen IV) Request to Change Runoffs Eligability Cutoff
Committee Recommends.

Change second paragraph of GCR 3.7.4.A.1.a to read as follows: ...A driver may substitute two Regional-sanctioned weekends for one of his three Majors weekend participation requirements. Eligible Regional weekends shall occur between January 1 of that year and a date not less than ~~two~~ **three** weeks prior to the start of the Runoffs or as otherwise specified in

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
Pontiac Firebird	3790	3200	Engines are permitted 0.040 overbore, <u>0.5 point</u> increase in compression. Engines must use the OEM camshaft lift.
Chevrolet Camaro	3790	3200	Engines are permitted 0.040 overbore, <u>0.5 point</u> increase in compression. Engines must use the OEM camshaft lift.
Ford Mustang	3797	3200	Engines are permitted 0.040 overbore, <u>0.5 point</u> increase in compression. Engines must use the OEM camshaft lift.
Ford Mustang	4000	3300	Engines are permitted 0.040 overbore, <u>0.5 point</u> increase in compression. Engines must use the OEM camshaft lift.

Taken Care Of

FA

1. #26347 (Bill Gillespie) Response to Swif016 tech bulletin
Thank you for your letter. Please see the responses to letter #26322 and letter #26063, February 2019 Fastrack Technical Bulletin.

FB

1. #26194 (JEREMY HILL) Allow at least 2019 for FB to make the participation number of 4
Thank you for your letter. Please see the response to letter #25823, January 2019 Fastrack Minutes, which the Board of Directors approved as recommended in its December 2018 meeting.

2. #26214 (Douglas Hertz) Opposes merge FB into FA
Thank you for your letter. Please see the response to letter #25823, January 2019 Fastrack Minutes, which was approved as recommended, January 2019 Board of Directors Minutes.

3. #26218 (Jay Novak) Opposes FB merge with FA
Thank you for your letter. Please see the response to letter #25823, January 2019 Fastrack Minutes, which was approved as recommended, January 2019 Board of Directors Minutes.

4. #26221 (Steve Hamilton) Opposea merger of FB into FA
Thank you for your letter. Please see the response to letter #25823, January 2019 Fastrack Minutes, which was approved as recommended, January 2019 Board of Directors Minutes.

5. #26223 (Jay Novak) Please do not merge FB with FA
Thank you for your letter. Please see the response to letter #25823, January 2019 Fastrack Minutes, which was approved as recommended, January 2019 Board of Directors Minutes.

6. #26295 (Randy Cook) Opposes Combining FA and F1000
Thank you for your letter. Please see the response to letter #25823, January 2019 Fastrack Minutes, which was approved as recommended, January 2019 Board of Directors Minutes

FV

1. #26306 (Jeffrey Hennessy) Request use of non-spec tires
Thank you for your letter. Please see the responses to letters #26284, Technical Bulletin, and #25561, January 2019 Fastrack Minutes.

P2

1. #26375 (Michael Reupert) Request parity for P2 engine rules
Thank you for your letter. Please see the response to letter #26429, March Technical Bulletin.

GTL

1. #26202 (Jonathan Goodale) Request to increase in SIR size for GTL Streetport 12A
Thank you for your letter. The Club Racing Board will continue to monitor performance. Please reference letter #26081.

EP

1. #25973 (Philip Royle) Request for Help for the FC RX-7
Thank you for your letter. Please see response to letter #25935. March 2019 Technical Bulletin.

HP

1. #26042 (Brian Linn) Request for Yaris Revisit
Thank you for your letter. Please see response to letter #25834. March 2019 Technical Bulletin.

2. #26107 (eric vickerman) Request for H Production Parity and Adjustments
Thank you for your letter. Please see response to letter #25834. March 2019 Technical Bulletin.

Strategic

1. #25749 (Todd Butler) SCCA Improvement and Growth Areas
Thank you for your letter, regarding karting licenses, please see letter #25936. Regarding vintage, please see letter #26055. Medical requirements referred to Board of Directors. See February Fastrack.

ST General

1. #25776 (Austin Hilliard) Opposed to Changing Aero Rules
Thank you for your letter. Your response has been logged.

2. #25779 (Rob Hines) Request modification of driver's floor pan for taller drivers
Thank you for your letter. The Miata already has allowances for floor modification in Super Touring.

3. #25983 (Jose De Miguel) Opposes Wing and Aero Rules
Thank you for your letter. Your response has been logged.

STL

1. #25491 (T.O. Johnson) Request RX-8 Spec Line Re: Factory Brake Rotor Size
Thank you for your letter. The maximum brake rotor diameter in STL is 300mm.

2. #25493 (Alan Cross) Support of Letter 25491 and 22195
Thank you for your letter. Please see the response to letter #25491.

3. #25523 (Zach Grant) Supports Letter #25491
Thank you for your letter. Please see the response to letter # 25491.

4. #26166 (Eric Kutil) Request B18C1 No Restrictor
Thank you for your letter. Please see letter # 26209 for details. March 2019 Technical Bulletin.

5. #26234 (Mike Taylor) Request B18C1 FPR: Followup to letter #26208
Thank you for your letter. Please see response to letter #26209. March 2019 Technical Bulletin.

6. #26329 (Jose De Miguel) Request to clarify restrictor for the Honda/Acura B18B engine
Thank you for your letter. Please see response to letter #26209. March 2019 Technical Bulletin.

STU

1. #25741 (DAVID MEAD) Opposed to proposed aero changes in letter #24504
Thank you for your letter. Your response has been logged.

2. #25755 (Kevin Boehm) Response to letter #25540 - Please Delay New Aero Allowances
Thank you for your letter. Your response has been logged.
3. #25795 (James Clay) Support of Advanced Aero Proposal.
Thank you for your letter. Your response has been logged.
4. #25808 (david mead) Request to Remove 9.1.4.1.B.3 Intake Manifold Restriction
Thank you for your letter. Please see Jan Fastrack 2019 Letter #25829
5. #25904 (David Palfenier) Request to Classify BMW E46 M3
Thank you for your letter. Please response to letter #25126. March 2019 Technical Bulletin.
6. #25951 (Luis Rivera) Request for 20B 2.0L Rotary Engine Classification
Thank you for your letter. Please response to letter #26362. March 2019 Fastrack.
7. #25974 (Kevin Koelemeyer) Opposed to Advanced Aero
Thank you for your letter. Your response has been logged.
8. #26115 (Scott Peterson) In Favor of #25830
Thank you for your letter. Your response has been logged.
9. #26331 (Will Clark) Opposed to STU Advanced Aero additions
Thank you for your letter. Your response has been logged.
10. #26363 (Luis Rivera) 13B-RE intake request
Thank you for your letter. Please see response to letter #25564. March 2019 Technical Bulletin.

T2

1. #26069 (William Moore) Request to allow 2014 Chevrolet Camaro SS/1LE Thermostat
Thank you for your letter. Please refer to letter #26187. March 2019 Technical Bulletin.
2. #26298 (Preston Calvert) Request allowances for the Boss 302 Mustang
Thank you for your letter. Please refer to letter 26287 regarding weight adjustments. March 2019 Technical Bulletin.

T2-T4

1. #26014 (Scotty B White) Request to Move SMG to T3
Thank you for your letter. Please refer to letter 25541. March Fastrack.
2. #26050 (Richard Kulach) Support for Letter #25541
Thank you for your letter. Please refer to letter 25541. March Fastrack.
3. #26304 (Tom Fowler) Opposes adjustable shocks in T4
Thank you for your letter. Your response has been logged.

T3

1. #26015 (Greg Guthrie) Support for letter 25541
Thank you for your letter. Please refer to letter 25541. March Fastrack.
2. #26017 (Marshall Mast) Supports Moving SMG to T3
Thank you for your letter. Please refer to letter 25541. March Fastrack.
3. #26018 (Marshall Mast) Reference Information for Letter #26017 Regarding SMG to T3
Thank you for your letter. Please refer to letter 25541. March Fastrack.

4. #26021 (DAVID MEAD) Support for Letter #25541 Regarding SMG Mustang Into T3
Thank you for your letter. Please refer to letter 25541. March Fastrack.
5. #26025 (Edward Zabinski) Support for Letter #25541
Thank you for your letter. Please refer to letter 25541. March Fastrack.
6. #26033 (Paul McNamara) Opposes SMG in T3
Thank you for your letter. Please refer to letter 25541. March Fastrack.
7. #26036 (Riccardo Pineiro) Supports Moving SMG to T3
Thank you for your letter. Please refer to letter 25541. March Fastrack.
8. #26041 (Ali Salih) Support for Letter #25541
Thank you for your letter. Please refer to letter 25541. March Fastrack.
9. #26045 (Lansing Stout) Support for SMG in T3
Thank you for your letter. Please refer to letter 25541. March Fastrack.
10. #26047 (Derek Kulach) Support of #25541
Thank you for your letter. Please refer to letter 25541. March Fastrack.
11. #26059 (Izzy SÃ¡nchez) Supports SMG in T3
Thank you for your letter. Please refer to letter 25541. March Fastrack.
12. #26074 (Luis Sanchez) Supports SMG to T3
Thank you for your letter. Please refer to letter 25541. March Fastrack.
13. #26138 (David Ray) Approves Spec Mustang in T3
Thank you for your letter. Please refer to letter 25541.
14. #26140 (Tony Lopez) Supports Spec Mustang in T3
Thank you for your letter. Please refer to letter 25541. March Fastrack.
15. #26267 (Joe Aquilante) Against SMG in T3
Thank you for your letter. Please refer to letter 25541. March Fastrack.
16. #26268 (Nicole Jacque) Opposes SMG into T3
Thank you for your letter. Please refer to letter 25541. March Fastrack.

T4

1. #26097 (Thomas Hart) Support for Letter #25756 Header for Mazda MX-5 (06-15)
Thank you for your letter. Your response has been logged. See January Fastrack.
2. #26299 (Scotty B White) Favors Adj shocks
Thank you for your letter. Your response has been logged.
3. #26307 (Tom Hart) Opposed to Adjustable Shocks in T4
Thank you for your letter. Your response has been logged.
4. #26309 (Brent Simonson) Opposes adjustable shocks in T4, Letter #25796
Thank you for your letter. Your response has been logged.
5. #26310 (JONATHON MCLENDON) Opposes adjustable Shocks for T4
Thank you for your letter. Your response has been logged.

6. #26311 (Kevin Fryer) Opposes adjustable Shocks
Thank you for your letter. Your response has been logged.

What Do You Think

GT2

1. #25185 (Amir Haleem) Request to classify Toyota Supra with 3SGTE engine
The CRB is requesting feedback for introducing small displacement engines with properly sized TIRs as an entry point into GT2.

RESUMES

None

TECH BULLETIN

DATE: February 20, 2019

NUMBER: TB 19-03

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 3/1/2019 unless otherwise noted.

American Sedan

None

B-Spec

1. #26132 (SCCA Staff) Request to add B-Spec to GCR 9.3.26 fuel cell

In GCR section 9.3.26, add B-Spec to the wording as follows:

"All cars must be equipped with a safety fuel cell complying with these specifications, except for Touring, "**B-Spec**," Spec Miata, Improved Touring, American Sedan restricted prep, production-based Vintage cars, and cars where the stock fuel tank is located between the axle center lines and within the main chassis structure (i.e., frame rails, etc.). Stock fuel tank must remain in its stock location, or as otherwise specified in the GCR."

Formula/Sports Racing

FA

1. #26183 (Randall Smart) Request to add FA engine spec lines

In FA Table 2, Formula 3 car spec line, make changes to the spec line as follows:

Table 2						
Car	Engine	Wheel Width (in) ± .060	Aero	Transmission	Weight	Notes
Formula 3 car	All FIA compliant engines years 1997 to 2008. Engines must be run per FIA spec. with 30mm required restrictor.	(F) 9 Min. (R) 10 Min.	See notes	Up to 6 Forward Gears, Limited Slip Differential (sequential- Carries a 25-lb. Weight Penalty)	See Table 4 1215	Cars must run per FIA spec for year and model of chassis unless modified by this spec line . Competitors must carry and be able to present year-specific FIA rules to tech. upon request. Cars must meet all SCCA safety requirements including roll structure.

FE

1. #26235 (Robey Clark) Request to Update Hoosier Rain Tire Part Number for the FE cars

In GCR section 9.1.1.I.13, make changes to wet tires as follows:

"Front: P/N: 44195 **W3**, 22.0 X 7.5-13 ~~WET~~

Rear: P/N: 44217 **W3**, 22.0 X 9.0-13 ~~WET~~"

FV

1. #26284 (Club Racing Board) FV Allow non-spec tire in Regional competition

In GCR section 9.1.1.C.3.D, correct wording as follows:

~~"The following tires are required:~~ **The following tires are required in all U.S. Majors Tour and Hoosier Super Tour events and the National Championship Runoffs:**

Fronts:

Hoosier #43337 FVS 21.0 x 5.0 x 15

Rears Hoosier #43353 FVS 22.5 x 5.5 x 15

Rain tires are open for 2019.

Effective 1/1/2020, the following rain tire is required:

Hoosier #44266 22.5 x 5.0 x 15 Hoosier WET (rain)"

"SCCA Regional Races only - Competitors may run any Hoosier branded FV tire until 1/1/2020 at which time the above designated tires will be required."

P1

1. #26376 (Formula/Sports Racing Committee) Move single-seat closed cockpit provision to Chassis section

In P1, delete GCR section 9.1.8.C.J.5 in its entirety as follows:

~~"5. Closed cockpit single seat cars are prohibited."~~

In GCR section 9.1.8.C.B, add a new wording as follows:

"4. Closed cockpit single seat cars are prohibited."

P2

1. #26429 (Formula/Sports Racing Committee) Change Line A.1 restrictor size

In P2 Engine Table, Line A.1, change the restrictor as follows:

~~"40~~ **38mm"**

SR General

1. #26366 (Formula/Sports Racing Committee) Correct error in Shelby Can-Am Racer Classed in ASR section

In GCR section 9.1.8.F.5.d.2, correct wording as follows:

"Class designation, ~~GSR~~ **ASR**, per GCR Section 9.3 Identification Markings."

GCR

1. #26280 (SCCA Staff) Request to add brake P/N to Appendix M

In GCR Appendix M, 2.i.3, SMG, add brake part number as follows:

"Shelby GT500 ABS module required Ford Racing PN M-2353A **or M-2353-CA**".

2. #26371 (SCCA Staff) Request to add wording omitted to letter 26051 as an E&O

In GCR section 3.7.4.A.1.a, add classes and strike the wording as follows:

"Drivers must request this replacement through the ~~Club~~ **Road** Racing Department, and pay the entry fee to a Majors event(s) of their choice, to be collected and distributed by SCCA."

~~"GT1- TA~~

~~GT2- TA2 or TA3~~

~~T1 - TA3 or TA4~~

~~T2 - TA4~~

~~FA-F4~~

FA – F3, F4, Atlantic (FRP), FB (FRP)

FC – F2000 (FRP)

FF – F1600 (FRP)

~~This replaces participation but not the Majors starts requirement."~~

Grand Touring

GT2

1. #26241 (marvin epps) Request Porsche Cayman year classification

In GT2/ST, Porsche Cayman, change model years as follows:

~~"(05 - 44~~ **15)"**

2. #26250 (Grand Touring Committee) GT2/ST Porsche Cayman engine

In GT2/ST, Porsche Cayman, add to the notes as follows:

"4.0L 65mm Flat Plate Restrictor @ 2700lbs."

GT3

1. #26076 (Luis Rivera) Request clarification on bridge porting for rotary

In GT3, delete 13B and Renesis spec lines and replace with new spec lines as follows:

GT3 Engines - Mazda								
Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (CC)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
13B	Street Port		2616			Unrestricted	2080	Contact National Office for specific details of various allow-able port configurations
13B	Peripheral Port		2616			37mm SIR	2200	
13B	Bridge Port		2616			(1) auto-type 2bbl w/ 44mm choke(s)	2200	
13B	Bridge/Peripheral Port		2616			37mm SIR	2200	GT2 spec
Renesis	Street Port		2616			Unrestricted	2250	Contact National Office for specific details of various allow-able port configurations
Renesis	Bridge / Peripheral Port		2616			37mm SIR	2250	

GT3 Engines - Mazda								
Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (CC)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
13B	Peripheral Port		2616			37mm SIR	2400	Disenfranchised GT2
13B	Bridge Port		2616			44mm chokes	2400	Disenfranchised GT2
Renesis	Peripheral Port		2616			37mm SIR	2450	
Renesis	Bridge Port		2616			44mm chokes	2450	

2. #26154 (Ricardo Velez) Request to add 4G69 Mitsubishi

In GT3, classify the Mitsubishi 4G69 as follows:

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
4G69	SOHC	87.0 x 100.0	2378	Alum, Crossflow	4	31mm SIR	2195	

GTL

1. #26081 (James Gregorius) Request Mazda 12a Rotary SIR Increase

In GTL, Mazda 12A motor, add to the notes as follows:

"May use a 28mm SIR plus 175lbs."

2. #26222 (Bob Dowie) Request to Classify Mustang 2 Body in GTL

In GTL, classify the Mustang (94-04) as follows:

GTL Cars - Ford					
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Mustang	94-04	2dr	RWD	95.7-99.8	

GTX

1. #26427 (SCCA Staff) Replace FIA references with SRO

In GTX, strike all references to FIA GT4 and replace with SRO GT4.

Production

EP

1. #25935 (Tony Jimerson) Request for Competition Adjustment for 2nd Generation RX7
In EP, Mazda RX-7(12A/13B)(79-85), change the weights as follows:

12A

~~2050~~ **2000**

~~2103~~ **2050**

~~2155~~ **2100**

13B

~~2140~~ **2075**

~~2195~~ **2127**

~~2259~~ **2179**

In EP, Mazda RX-7(13B)(86-91), change the weight as follows:

~~2250~~ **2175**

~~2306~~ **2229**

~~2363~~ **2284**

FP

1. #26259 (Robert Clifton) Request Classification of Dodge Daytona in F Production

In FP, classify the Dodge Daytona/Chrysler Laser (84-85) as follows:

F _P	Prep. Level	Weight (lbs)	Engine Type	Bore x Stroke mm/(in.)	Displ. cc/ (ci)	Block Mat'l	Head/ PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheel-base mm/(in.)	Track (F/R) mm/(in.)
<i>Dodge</i>	<i>2</i>	<i>2100</i> <i>*2153</i> <i>**2205</i>	<i>4 cyl.</i> <i>SOHC</i>	<i>87.5 x</i> <i>92.0</i>	<i>2213</i>	<i>Iron</i>	<i>Alum</i>	<i>(I)</i> <i>40.6</i> <i>(E)</i> <i>35.4</i>	<i>Fuel</i>	<i>(96.6)</i>	<i>(61.8/61.4)</i>

Wheels (max)	Trans.	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Fuel Injected Equipped Throttle Body Inside Diameter (mm) +/- 25mm	Notes:
<i>15 x 7</i>	<i>5</i>	<i>(F) 256 Vented Disc</i> <i>(R) 200 Drum</i>		<i>Stock Throttle Body I.D.</i>	<i>Comp. Ratio limited to 11.0:1.</i> <i>Valve lift limited to .450".</i>

In FP, Dodge Shelby Charger / Omni 024 (83-84), change the weight as follows:

~~2250~~ **2100**

~~2306~~ **2153**

~~2363~~ **2205**

HP

1. #25834 (Ron Bartell) Do Something About the Toyota Yaris In H Production

In HP, Toyota Yaris (06-11), Toyota Yaris Sedan (07-12), Toyota Yaris (12-18), add weight to the spec line as follows:

~~1970~~ **2100**

~~*2019~~ **2153**

~~**2069~~ **2205**

2. #25929 (david mead) Request to Allow 2011+ Fiesta to Change Bolt Pattern on Wheels

In HP, Ford Fiesta (11-15), add to the notes and correct the years in the spec line as follows:

"Mazda front hub D651-33-06 and rear hub D651-26-15XE allowed."

"(11-15 16)" first page of the spec line

"(12-13 11-16)" second page of the spec line

Spec Miata

1. #26370 (Jim Graffy) Request to allow aftermarket fuel filters.

In SM, GCR section 9.1.7.C.1.k.1, add to the wording as follows:

"The fuel pump *and filter* must be a Mazda or OEM Equivalent part."

Super Touring

STL

1. #25614 (Cameron Conover) Request to Allow VW 1.8L Engine

In STL, classify the VW 20V 1.8 in Table B as follows:

STL	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>VW 1.8L R4 20VT</i>	<i>1781</i>	<i>Chart</i>	<i>Engine Permitted with turbocharger removed. Must meet all other STL specifications</i>

2. #25781 (DAVID MEAD) Request to reduce weight of RX8 with Renesis rotary

In STL, Mazda Renesis, change the weight as follows:

"2800 2700"

3. #25821 (Tyler Quance) Request for Open Brake Pads On Mazda MX-5 Cup NC

In STL, Mazda MX-5 Cup, add to the notes as follows:

"Tires per STL regulations. Brake pad compound are open."

4. #26209 (Mike Taylor) Request to clarify B18C1 GSR Honda B motor table

In STL, add Acura/Honda B18C1 to Table A as follows:

STL	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>Acura/Honda B18C1</i> Acura/Honda B18C (JDM Type R), B18C5 (USDM Type R), B18C6 (UK and Euro Type R), B18C7 (Australia Type R)		Chart	Any porting and or polishing of intake and or exhaust ports outside of the 1" port matching allowance, factory or otherwise, is prohibited. Must meet all other STL specifications. 54mm flat plate restrictor required.

5. #26415 (Super Touring Committee) Port Matching

In STL, Mazda 12, table A, strike the wording in the notes as follows:

~~"No porting or port matching is permitted."~~

In STL, Mazda 13B, table A, strike the wording in the notes as follows:

~~"No porting or port matching is permitted."~~

STU

1. #24287 (Frank Woody) Request to Class Assignment for 2017 Civic

In STU, classify the Honda Civic Si (2017-) as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>Honda Civic Si TCA (2017-)</i>	<i>1500</i>	<i>2800 lbs</i>	<i>Engine cannot use ST allowances and must be OEM, Bodywork must be OEM. Only the following parts can be used: HPD 6 piston front calipers #45025F23SA600 allowed, (4 piston front calipers -25 lbs), HPD CAT Delete pipe 18150-F23S-A6, HPD Flywheel 22100-F23S-A6, HPD FR HPD 4th Gear Set 23460-F23S-A6, HPD Differential 41100-F23S-A6, HPD Flywheel 22100-F23S-A6, HPD RR Damper Mount 52670-F23S-A6, HPD Spring FR 2.5" 550LB 51401-FC4Y-A6, HPD Spring RR 2.5" 800LB 52441-FC4Y-A6, HPD Adjustable RR Upper Arm 52390-F23S-A6, HPD TCA ABS modulator permitted part #57100-F23S-A6 to disable stability and traction control.</i>

In STU, classify BMW S54 to Table B as follows:

2. #25126 (Joshua Lion) Request to run E46 3246cc in STU

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>BMW E46 S54 OEM</i>	<i>3246</i>	<i>3300 lbs</i>	<i>Cannot use Super Touring engine allowances and must be OEM, including intake, and camshafts. Engine cylinders may be over bored 1mm. Compression may increase .5. No porting allowed.</i>

3. #25564 (Luis Rivera) Engine Classification for Rotary

In STU, table B, Mazda 13B, add to the notes as follows:

"May use 13B RE or REW housings and intake with turbo removed."

In STU, table B, Mazda 13B Bridge Port, add to the notes as follows:

"May use 13B RE or REW housings and intake with turbo removed."

4. #25899 (Evan Consolazio) K24/K20 Head Swap Clarification/Amendment

In STU, Honda K24, table B, add to the notes as follows:

"May use intake part #s 17100-RRB-A00, or 17100-PRB-A10."

5. #25985 (Christopher Harris) Request to Classify 12a Bridge Ported Rotary Engine

In STU, add Mazda 12 A Bridge port to table B as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>Mazda 12A Bridge Port</i>	<i>N/A</i>	<i>2550 lbs</i>	<i>Induction: 1 Nikki 4 barrel carburetor with primary chokes bored to match secondary chokes on a stock manifold, or 1 Auto-type 2 barrel carburetor with 42mm chokes on a "dual-y manifold."</i>

6. #26387 (Super Touring Committee) World Challenge Car Eligibility

In STU, GCR section 9.1.4.B.2.c, strike the wording as follows:

~~"Weight will be set at the greater of the World Challenge weight plus 5% or the STU rules weight plus 5%."~~

7. #26398 (Angelica Sprehe) Request a phone call for discussion regarding weight

In STU, 9.1.4.1.H.6., strike the wording in the table as follows:

~~"AWD/RWD cars must reduce restrictor 1 mm from this table."~~

8. #26413 (Super Touring Committee) Advanced Aero E&O

In STU, 9.1.4.1.A.3.b., add the wording as follows:

"A wing no wider than the widest part of the body (*Not including the mirrors*), with a maximum cord length of 12", and end plates that do not exceed 72.0 square inches each. The wing may be no higher than roof height."

Touring

T1

1. #24431 (Joe Aquilante) Request Mustang GT Limited Prep 2018 Classification

In T1-LP, Ford Mustang GT (2015-), add to the year as follows:

~~"(2015-2017)"~~

In T2, Ford mustang GT 5.0L (2015-), add to the year as follows:

~~"(2015-2017)"~~

In T3, Ford Mustang V6 (2015-), add the year as follows

~~"(2015-2017)"~~

In T1-LP, classify the Ford Mustang GT 5.0L (2018-) as follows:

T1-LP	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 GT 5.0L (2018-)</i>	<i>92.220 x 92.7 / (4957)</i>	<i>2717.8</i>	<i>19 x 11</i>	<i>315</i>	<i>3.66, 2.43, 1.69, 1.32, 1.00, .65</i>	<i>3.31, 3.73</i>	<i>(F) 355 (R) 330</i>	<i>3400</i>	<i>Ford Performance Handling Kit part #M-FR3A-M8, Sway Bars in M-FR3A-M8 kit part#M-5490-E, Rear Toe Bearing part #M-5A460-M, Strut Tower Brace part# M-20201-M, Camber Bolts M-3B236-A, Solid Differential Bushings part #M-4425-M, Solid Subframe Bushings part #M-5872-M, Dampers in Handling Pack part #M-18000-F, Performance Package Brembo front BBK 380mm permitted at +100lbs. 2014 Mustang GT exhaust manifolds permitted. Springs up to 800#/in front and rear permitted. Alternate metallic driveshaft permitted. Rear spring relocation to shock permitted with kit TBD. Ford Racing oil pan #M-6675-M50BR permitted. Boss and Laguna intake manifold permitted. 65mm flat plate restrictor required.</i>

T2

1. #25961 (Matt Jensen) Request to Classify 2018 Audi TT RS

In T2, classify the Audi TT RS (2018 -) as follows:

T2	Bore x Stroke/ Displ. (cc)	Wheel- base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes
<i>Audi TT RS (2018-)</i>	<i>82.5 x 92.8 (2480)</i>	<i>2504</i>	<i>19 x 10</i>	<i>275</i>	<i>3.563, 2.526, 1.679, 1.022, .788, .761, .635</i>	<i>1st/4th/5th, 4.059 2nd/6th/7th, 3.45</i>	<i>(F) 371 (R) 310</i>	<i>3400</i>	<i>40mm TIR required.</i>

2. #25969 (Darin Treakle) Request for Adjustments on 2017+ Civic Type R

In T2, 2017 Civic Type R, make changes to the sway bar in the notes as follows:

“HPD Spring FR 51401-FC4Y-R6; HPD Spring RR 800LB 52441-FC4YR6; HPD Adjustable RR Upper Arm 52390-F23S-A6; HPD ABS Modulator 57100-F23S-R6; 38mm TIR required.

Any sway bar front/rear up to 30mm allowed. Front springs up to 800lb allowed, rear springs up to 2000lb allowed.”

3. #26287 (Touring Committee) Ford Mustang Boss 302 (12-13) - correct weight

In T2, Ford Mustang Boss 302 (12-13), change the weight as follows:

“~~3550~~ 3500”

4. #26288 (Kurt Rezzetano) Request camber correction 005-2013 corvette C6

In T2, Chevrolet Corvette C6 Coupe /Grand Sport(05-13), strike the wording in the notes as follows:

“~~3.0 degrees MAX front camber.~~”

5. #26291 (Kurt Rezzetano) Request 98-02 Firebird 98-02 Camaro reloacte rear spring

In T2, Pontiac Firebird (98-02), add to the notes as follows:

“Spring relocation to shock permitted.”

In T2, Chevrolet Camaro SS (98-02), add to the notes as follows:

“Spring relocation to shock permitted.”

6. #26400 (Touring Committee) Class Ford Mustang GT 2018+ (reference letter 24431)

In T2, classify the Ford Mustang GT 5.0L (2018-) as follows:

T2	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 GT 5.0L (2018-)</i>	<i>92.220 x 92.7 / (4957)</i>	<i>2717.8</i>	<i>19 x 11</i>	<i>315</i>	<i>3.66, 2.43, 1.69, 1.32, 1.00, .65</i>	<i>3.31, 3.73</i>	<i>(F) 355 (R) 330</i>	<i>3600</i>	<i>Ford Performance Handling Kit part #M-FR3A-M8, Sway Bars in M-FR3A-M8 kit part #M-5490-E, Rear Toe Bearing part #M-5A460-M, Ford Performance Radiator part #M-8005-M8, Strut Tower Brace part# M-20201-M, Camber Bolts M-3B236-A, Solid Differential Bushings part#M-4425-M, Short Shift Kit part#M- 7210-M8, Solid Subframe Bushings part#M- 5872-M, Dampers in Handling Pack part #M-18000-F, Ford OEM Performance Package Brembo front BBK and 380mm rotors permitted (Ford PN M-2300-V) at +50lbs. 50mm flat plate restrictor required. 2014 Mustang GT exhaust manifolds permitted. Springs up to 800#/in front and rear permitted. Alternate metallic driveshaft permitted. Rear spring relocation to shock permitted with kit TBD. Ford Racing oil pan #M-6675-M50BR permitted.</i>

T2-T4

1. #26137 (Touring Committee) Correct Mazda MX-5 Hard Top Notes

In T4, Mazda MX-5 / Club Model (06-15), make changes to the notes as follows:

~~“Mazdaspeed MX-5 roof permitted #0000-07-5901-CC or #0000-07-5901 (discontinued DG Motorsports) with +20lb increase to base weight. The SM5 suspension (only) is allowed with a 100 lbs. weight increase. Non-OEM limited slip differential allowed with +50 lbs. weight penalty. Any hard top following the OEM silhouette allowed.~~ *Any OEM or aftermarket hardtop is permitted that retains the OEM roof silhouette, including Mazda hardtop part # 0000-07-5902-ND and part #0000-07-5901 (discontinued DG Motorsports).”*

In T4, Mazda MX-5 Miata/Club (2016-), make changes to the notes as follows:

~~“Mazdaspeed MX-5 roof permitted #0000-07-5901-CC or #0000-07-5901 (discontinued DG Motorsports) with +20lb increase to base weight.~~ *Any OEM or aftermarket hardtop is permitted that retains the OEM roof silhouette, including Mazda hardtop part #0000-07-5902-ND and part #0000-07-5901 (discontinued DG Motorsports).”*

In T3, Mazda MX-5 Global Cup Miata (2016-), make changes to the notes as follows:

~~“Any OEM or aftermarket hardtop is permitted that retains the OEM roof silhouette, including Mazda hardtop part #0000-07-5902-ND and~~ *part #0000-07-5901 (discontinued DG Motorsports).”*

In T3, Mazda MX-5 Cup, make changes to the notes as follows:

~~“Any OEM or aftermarket hardtop permitted that retains the OEM roof silhouette, including part-~~ *Mazda hardtop part #0000-07-5902-ND and #0000-07-5901, the discontinued DG Motorsports top (if a hardtop is used, latches shall be replaced with positive fasteners).”*

In T3, Mazda MX-5 Miata (2016-), make changes to the notes as follows:

~~“Any OEM or aftermarket hardtop permitted that retains the OEM roof silhouette~~ *including Mazda hardtop part #0000-07-5902-ND and part #0000-07-5901 (discontinued DG Motorsports top).”*

2. #26187 (Touring Committee) Consider opening class rules to allow any thermostat
In T2-T4, GCR section 9.1.9.2.D.i, add new wording as follows:

"9. Any thermostat is allowed provided it serves no purpose other than the OE intent."

3. #26388 (Club Racing Board) Cap 2016 Mazda Miata year at 2018

In T3, Mazda MX-5 Miata (2016-), make changes to years as follows:

"(2016-2018)"

In T4, Mazda MX-5 Miata/Club (2016-), make change to years as follows:

"(2016-2018)"

T3

1. #25832 (Touring Committee) Classify 2015+ WRX

In T3, classify the Subaru WRX (2015-) as follows:

T3	Bore x Stroke(mm)/ Disp. (cc)	Wheel- base (mm)	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>Subaru WRX (2015-)</i>	<i>86 x 86 (1998)</i>	<i>2649</i>	<i>18 x 8</i>	<i>245</i>	<i>3.454, 1.947, 1.296, .972, 0.780, 0.666</i>	<i>4.11</i>	<i>(f) 315 mm vented (r) 287 mm solid</i>	<i>3275</i>	<i>Max dia 24mm front and 22mm rear sway bars allowed. Max F/R spring rate 500 lb/in. 35mm Turbo inlet restrictor required. Rear camber arm SPC #67660 allowed.</i>

2. #26161 (david mead) Request to allow T3 06-15 Miata 17x8 wheels

In T3, Mazda MX-5 NC (06-15), change the wheel diameter as follows:

"17 x 7 17 x 8"

3. #26162 (david mead) Request T3 06-15 Miata header

In T3, Mazda MX-5 NC (06-15), add to the notes as follows"

"Any aftermarket header allowed."

4. #26175 (david mead) Request Pontiac GXP same allowances to Saturn Sky

In T3, Saturn Sky /Convertible (07-09), add to the notes as follows:

*"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."*

5. #26384 (Touring Committee) 2005-2009 Legacy GT/Spec B

In T3, classify the Subaru Legacy GT/Spec B (05-09) as follows:

T3	Bore x Stroke/ Displ. (cc)	Wheel- base (mm)	Max Wheel Size (inch)	Tire	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes
<i>Subaru Legacy GT/ Spec B (05-09)</i>	<i>99.5 x 79 2457cc</i>	<i>2670</i>	<i>18 x 9</i>	<i>245</i>	<i>(3.636, 2.235, 1.521, 1.137, 0.891, 0.707) (3.166, 1.822, 1.296, .972, .738)</i>	<i>4.11, 3.454</i>		<i>3300</i>	<i>Up to 22mm front and 20mm rear sway bars allowed. Intercooler allowed. Max F/R spring rate 800 lb/in. 35mm Turbo inlet restrictor required. SPC- 67665 rear camber arm allowed.</i>

JUDGEMENT OF THE COURT OF APPEALS Bryce Aron vs. SOM COA Ref. No. 19-01-SE January 31, 2019

FACTS IN BRIEF

On the morning of Sunday, January 6, 2019, following the Saturday, January 5, 2019, Group 7 race at the Palm Tree Winter Majors at Homestead-Miami Speedway, Bryce Aron, Formula F (FF) #81, protested the Group 7 race results. The Protest alleged Mr. Aron was shown a checkered flag at the conclusion of Lap 14 of a 20-minute race, causing Mr. Aron to retire to the pit prior to the end of competition. As a result, he surrendered his FF class first place position.

The COA notes that within the time limits specified in GCR 8.3.1.F. (Protest Procedures), Mr. Aron expressed intent to protest the provisional race results. Due to the lateness of the hour and end of day activities, the race officials granted him permission to present his protest on Sunday morning.

The Stewards of the Meeting (SOM) Mike Finn and Charles Shapiro (Chairman) met, reviewed the evidence, heard witnesses, and determined a checkered flag was not displayed for Mr. Aron. The SOM disallowed the protest. Mr. Aron appealed the ruling of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Laurie Sheppard, Michael West, and Pat McCammon (Chairman) met on January 24, 2019, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter and affidavit from Mr. Aron, received January 22, 2019.
2. Official Observer's Report and related documents, received January 22, 2019.
3. Video evidence considered by the SOM, received January 22, 2019.
4. Letter from Bob Ricker, Chief Steward, received January 21, 2019.
5. Letter from Lori Vitagliano, Assistant Chief Steward, received January 21, 2019.

FINDINGS

As Mr. Aron, FF #81, was completing his Lap 14, he was leading a pack of cars consisting of FF #65, FF #19, Formula 500 (F5) #16, and FF #63. The overall race leader, Formula Continental (FC) #52, was completing his race-ending Lap 15 immediately behind the FF/F5 pack.

The COA fully reviewed the evidence available to the SOM, letters from the Chief Steward and Assistant Chief Steward, and additional evidence provided by Mr. Aron in his appeal. A Witness Statement from a Timing and Scoring worker states that one of the two Starters in the Starter's stand was waving a white flag for Mr. Aron and the other cars in the FF/F5 pack, which was completing Lap 14. It also states that the second Starter was "holding, not displaying the checker" for FC #52. In addition, the Witness Statement notes that FC #52 was four seconds behind FF #81, and that FC #52 slowed to avoid interfering with the race pack ahead of him.

The Witness Statement is corroborated by a screen shot from video provided by Mr. Aron. It shows a glimpse of a checkered flag visible below the knee rail of the Starter's stand and well within the confines of the stand and shows the white flag in the hand of the other Starter. Further, the screen shot shows the Starter holding the checkered flag had his back to oncoming race traffic, indicating he was preparing to but was not yet displaying the checkered flag to overall race leader FC #52.

General Competition Rules (GCR) Section 6.1.1.H. (Checkered Flag) requires the checkered flag be displayed to indicate the end of competition. GCR 6.10.4.A. (Checkered Flag) states, "The checkered flag is displayed at the finish line first to the winner." GCR 6.10.4. (Race Winner) states, "The race winner is the car that completes...the greatest distance in the timed length of the competition." Because the referenced FF/F5 pack had not passed the FC leader during the race, clearly FC #52 had completed the greatest distance at the end of the timed length of the competition.

The COA finds that a checkered flag held stationary and low within the confines of the Starter's stand is not considered displayed. Rather, it is the typical action of a Starter handling flags before and after communicating information to on-track competitors.

DECISION

The COA upholds the SOM decision in its entirety. Mr. Aron's appeal is well founded, and his appeal fee, less the administrative amount retained by SCCA, will be returned.

RALLYCROSS

RallyCross Board Minutes | January 16-17, 2019

The RallyCross Board (RXB) met via face to face meeting in Las Vegas, NV on January 16th and 17th 2019. Attending were Steve Hyatt, Charles Wright, Kent Hamilton, Chris Regan, Keith Lightfoot, and Mark Macoubrie. Also in attendance, Howard Duncan 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 8:02 am PST.

1. Additions or corrections to the agenda: None

2. Annual Program Review:

- The RallyCross Program had a good year in 2018 with the follow statistics.
 - Total Number of Entries grew from 6228 to 7088 total entries (13.81%)
 - Total number of individuals grew from 2356 to 2644 Individuals (12.22%)
 - Total number of events grew from 191 to 209 total events (9.42%)
 - Total number of regions grew from 34 to 37.
 - Total percentage of individual attending one or two events is both down slightly and individuals attending 3-6 events are all up in percentage.
 - Total number of new individuals was 1357 people.

3. National Event: (Divisional Stewards) The RXB and National Offices discuss the meaning and future of the national events including the National Championship and National Challenges.

- National Championship.
 - The intent of the National Championship is to be the premier event in SCCA Rallycross with the intention of attracting the best talent in the county to one event.
 - The RXB discussed ways to improve the event based on feedback provide by the Rallycross nationals planning committee and the SCCA member including the following:
 - Four run groups at the National Championship
 - Longer Courses
 - Change in the inquiry process to have inquires go to the Chief of Protest instead of the Event Steward.
 - Having Safety Steward, course designer and Event Steward be deciding parties in course changes.
 - Eliminate the expeditor position and have an assistant to the Chief Steward.
 - Change number of entrance cap to 135.
 - Allow parade lap to start as soon as drivers are in their cars. Not required to wait for workers to be at their stations.
 - Right size the grid workers.
 - Provide opening social event Friday night in lieu of town hall.
 - Looks for ways to better connect with the local community during the event. Maybe a cars and coffee or Par Exposé.
 - The event will remain open to all competitors until such time it sells outs on a regular basis. At such time the event format may change based on the event needs.
- National Challenges
 - The intent of the National Challenge program is to provide a mid-level event attracting a larger pool of drivers including the following:
 - The National Challenges will be run like the National Championship so

competitors can get a feel for the difference between a regional event and national event.

- The Challenge will also be a chance for competitors to drive against a higher caliber of drivers. Not all competitors will be able to attend the National Championship.
- Due to time constraints the 2019 Challenges will be run similar to 2018 with the same guidelines
- In 2020 the SCCA will create the RallyCross National Tour
 - Divisions may be used or new Zones/Conferences may be created
 - There will be three to four event in 2019. In 2020 events will be expanded to 4-5 and 2021 5-6 in 2022 with 6 a year being the final goal as the program grows.
 - The Tour rules will follow the National Championship rules.
 - Event schedules will be the same for each tour event.
 - The event will be a two day events
 - The event may be run by the division, national office or region.
 - Tour events will have contingency similar to the National Championship.
 - Tour events will offer a minimum of trophies, and other items such as a meal and T-shirts.

4. **RallyCross Leadership:**

- The RXB is still looking for new leadership including RXB members and committee members to be added over the next 2-3 years.

5. **RXB Liaison List**

- RallySprints and RallyTrials – Steve Hyatt
- Safety Committee – Chris Regan
- Rules Committee – Keith Lightfoot
- National Championship – Charles Wright
- Growth and Development – Mark Macoubrie
- Divisional Stewards – Kent Hamilton

6. **RallyCross Rules modifications:**

- Delay implementation of electrical vehicle modifications in modified class and seek subject matter expert – Hyatt motion, Hamilton second carried 6-0.
- **Vehicle Classification - Modified Category - 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~~ a roll bar **built to current SCCA Hill Climb specifications or better** or a roll cage **built to current SCCA Improved Touring specifications or better**. Approved 6-0

7. **Marketing and Growth:**

- The RXB and National Office discussed how to sustain growth in the program over the next several years. There is opportunity in several regions to grow the program. Several regions also indicated the region would like to either start a program or revitalize a program in the next 1-2 years. The RXB will work with the National Office, Divisional Stewards and Growth and Development Committee to evaluate ways to grow in emerging regions and existing regions. The RXB discussed limited marketing effort in targeted area in increase attendance. The RXB also discussed providing better resources to regions and divisions to start and grow programs.

8. **2019 SCCA Convention RallyCross Town Hall Topics (Wright):**

- RXB shared data on the program based on data collected from all regional events.
- The RallyCross National Championship was discussed
 - The 2019 Championship will be in Indianola in 2019.
 - The event will utilize 4 run groups. As a result preparation levels may not run together.

- The format will include two courses on Saturday and one course on Sunday.
- The event will target course length of a minute or longer for each course.
- The event will target a total of 10 runs.
- Class inspection will be on Friday afternoon.
- The site will be evaluated and repaired from last year's event.
- The site needs to have access to equipment all weekend for the national event.
- Town Hall will be changed to a social event on Friday night.
- The entry cap will be changed to 135. The event typically experience a few cancellations prior to the start of the event which will allow the last years cap to be met.
- Challenge winners will have early registration.
- Flow of cars onto the grid will be moved to due to concerns of the home owners adjacent to the site.
- The SCCA will look at the possibility of an SCCA owned site in the future.
- Plans for future growth include running two courses simultaneously if enough land is available and the total amount of competitors increases.
- Challenge events will be as follows
 - Format will be changing in 2020. 2019 will follow the same format as 2018.
 - In 2020 zones/conferences may be created to better align activity across the country
 - Challenge/Tour events will move around from year to year.
 - Event T-shirt may be offered with front and back with one side being event specific and one side be a tour design
 - The events will be two day events with a welcome party, trophies, etc.
- Rules
 - The rules survey yielded good results in 2018 with 2200-2400 entries there was a 25% response rate on the rules.
- Running events with other organizations
 - get SCCA insurance
 - maintain SCCA standards

9. Motion to adjourn: 11:30 am PST January 17th, 2019

10. Next RXB Meeting February 5, 2019.

RALLYCROSS

RallyCross Board Minutes | February 5, 2019

The RallyCross Board (RXB) met via conference call on December 5th, 2017. Attending were Steve Hyatt, Charles Wright, Kent Hamilton, Chris Regan, Keith Lightfoot and Mark Macoubrie. Also in attendance Marcus Merideth and Chris Albin, BOD Liaisons 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 7:05 pm CST.

1. Additions or corrections to the agenda: None

2. Chairman's report: (Hyatt): No Report

3. Committee reports:

- RallyCross Safety Committee (Regan)
 - Updates: No incidents reported in January. Safety Stewards training was offered at the national conventions.
 - Online training: Discussed putting questions on a cycle. Chris will work with Jim Perrin to determine how the online question may be changed on a regular basis.
- Rules Committee (Lightfoot)
 - Updates: Updated rules for the 2019 season have been posted. Rules clarification summary and 2020 rule change proposals will be posted in the near future. The RXB discussed how comments made on the forum, Facebook and SCCA.com are addressed by the committee.
- RallySprint Committee (Hyatt)
 - Updates: New England had event in January. Nine cars attended. Event was successful. Next event is in February. There are currently nine entries. Hawaii is working on a RallyCross/RallyTrials event for 2019.
- National Championship Committee (Wright)
 - Update: Discussion held by the RXB at the face to face to meeting have been sent to the RXNC-PC for review and incorporation. The committee will start meeting regularly to plan the 2019 event.
 - National Tour (Harmer): Three events have been proposed for the 2019 RallyCross National Tour. Ohio, Kansas City and Utah are the proposed locations. Chris Regan proposed motion to accept dates and locations. Kent Hamilton seconded the motion. Motion carried 5-0.
 - Utah Region - May 24-26
 - Ohio Valley Region - June 14-16
 - Kansas City Region - July 19-21
- Divisional Steward Liaison (Hamilton)
 - DRXS meeting: Phone call last Thursday. Five stewards and the RXB Liaison attended the call. Divisional Stewards are concerned about site and available land for three full courses at the national championship site. Length of course and existing

- use of springs is a concern from previous events. .
- Divisional Stewards discussed the sanctioning process and how the divisional stewards are notified of new events being approved.
- Divisional Stewards discussed the use of a land plane to shape the ground and repair sites. Once the design is completed it will be sent to all Divisional Stewards.
- Growth and Development Committee (Macoubrie)
 - Updates: email has been sent to the committee and Divisional Stewards asking what the committee should focus on for 2019. The committee will ask for the details on the ground plane once sent. The committee will start looking at how information flows from the national office, RXB and Divisional Stewards to the Regions and what type of support can be provided to help grow and strengthen regions. The committee will work on developing a clear pathway of communication between all entities.

1. Old business:

- Sanction Applications (Harmer): Right after convention an update was provided. Divisional Stewards will be copied on all sanctions. The National Office has reviewed the processes and will provide a thorough review of all sanctions prior to issuing the sanction. The national offices is finding a high percentage of sanction forms have errors when submittal. This is causing the process to slow down and the need for the requestor to fix the sanction and send it back in. The RXB and National office will be looking for ways to improve the experience and help regions provided correct forms the first time.
- National Convention Follow-up (Macoubrie) Mark Utecht and Mark Walker were approved to be added to the court of appeals. Kent Hamilton will notify them of the appointment. The RXB discuss 2019 marketing opportunities and selective marketing with the National Office and BOD. The RXB has been in discussions with ARA about the allowance of UTV in stage rallies including classing to see how that may apply to RallySprints. All annual awards were presented at either the Convention or Divisional Meetings.
 - Dirty Cup – Ron Foley
 - Region of the Year – St. Louis
 - Division of the Year – Midwest Division
 - Spark Plug – Leon Drake
 - True Grit – Sean Grogan

2. New business:

- New Regions Macoubrie Four new regions have shown interested and are working to have events in 2019 including Texas, Las Vegas, Philadelphia and Oklahoma. The RXB and Divisional Stewards will be working to help these regions get start new programs are excited to see the potential of new events in these areas.

4. Motion to adjourn: 8:43 pm CST

5. Next RXB Meeting March 5, 2019.

ROAD RALLY

SCCA Road Rally Board Minutes Thursday, December 13, 2018

Those present: Jim Crittenden, Mike Bennett, Peter Schneider, Wendy Harrison, Clyde Heckler, Mike Thompson (NEC Chairman), Brian Harmer (National Staff), Jamie Mullin (National Staff), Earl Hurlbut (BOD Liaison), Jeanne English (Secretary)

The meeting was called to order by Chairman Jim Crittenden at 7:30 PM CST.

Jim was going to introduce our new BOD liaison, Jeff Zurschmeide who is replacing Bob Dowie, but he is not yet in attendance.

Approval of November minutes; stand as published.

Road Rally Media

- Planning calendar - last published December 1, 2018. Thank you, Jeanne.
- RReNewsletter – Text “roadrally” to 22828 to subscribe. Thank you, Cheryl. New edition imminent

SCCA Staff Report (Jamie Mullin, Brian Harmer) - voting on rallies of the year, updating sanction application, updating audit forms with new fees. Jamie reported that the sanction app has been updated and can be found on the RoadRally web page, also on your profile page under the leadership menu; be sure to list emails for additional insureds in section 3; sanction@scca.com should already be on the form; save it, then send it to SCCA; online sanction apps will probably not be available until 2020. The audit forms are almost done. For the Gervais and Teter awards, almost all ballots were returned, final tally will be by end of day Monday. We will decide divisional and regional road rally achievement awards tonight.

NEC Report (Mike Thompson) Mike’s calendar lists liaisons for about half of the rallies. There has been some discussion about the BLINKER definition, the NEC is concerned about this and is working on it. Are the current NEC members continuing for next year? Mike will check at their next meeting.

Old Business

Training videos – Wendy, Mike B, Peter – Wendy needs the current RoadRally Safety Steward manual, Peter will send it to her; Wendy will prepare an outline, then solicit videos from the rally community

Improvements to safety steward program – Mike B. – Peter will send the updated manual to all Safety Stewards, and Safety Steward Instructors

Rally starter materials – Clyde – will send info to Brian, for website, timelines, etc, wants input/suggestions from Brian

Status of regions requesting rally assistance – no report this month

Replacement Northern Pacific Division Rally Steward – Jeanne will do it until we find someone

New Business

Worker credit on dual events - Jim has notified the points keeper of the policy, to not get double points, he agreed

Status of rule change proposals - the BOD accepted our 2 proposals.; Jim will notify Bruce to update RRRs, to get them to Jamie for publication, moving into Kindle but no change needed by us; rule changes in Fastrack, Jim sent his email also; Wendy asked about a footer that shows the sections in the RRRs, Brian says that can be done. Jim has an issue that next year we not publish all submitted changes, such as those which that stand no chance of being approved; thoughts?

Convention planning – any issues?

- Sessions – still being worked on
- RRB meeting – Sunday, 8 am – 11 am
- Registration – Jamie has set us up for registration

The meeting was adjourned to Executive Session.

Respectfully submitted,

Jeanne English
Secretary

ROAD RALLY

SCCA Road Rally Board Minutes Sunday, January 20, 2019

Those present: Jim Crittenden, Wendy Harrison, Peter Schneider, Mike Bennett, Chris Robbins (National Staff), Howard Duncan (National Staff), Earl Hurlbut (BOD Liaison), Lee Hill (BOD), Jeanne English (Secretary); not present: Clyde Heckler, Mike Thompson (NEC Chairman).

The RRB met at the SCCA Convention in Las Vegas. Jim called the meeting to order at 8:03 am PDT.

- First order of business is discussion about the Road Rally Safety Steward video, with Wendy, Peter, and Chris Robbins. Jim reported that the BOD would consider a budget proposal from the RRB. We need to get estimates which are often as high as \$7000 to \$10000, Peter said that Mark E Johnson can use his students, and do it for perhaps \$3500. Chris said that the project is meaningful and small enough; meeting the goal of “just in time, just enough, and just for me”; this is #1 on Chris’ priority list. Wendy asked Chris if he could mentor us to get it done; he said he would send the objectives of training. Chris also talked about the new LMS program which links directly to the SCCA website. SCCA pays monthly for 1,000 users. This is for training, not webinars; it is modular, easy to re-do, unlimited content-wise, people sign up to use it for one year, some things can be available outside of LMS, such as a video. It is linked directly to the SCCA database; this can be used for new RRSs, and renewals.
- Jim talked about regional development, saying that one-third of the regionals have rally programs. Any thoughts on how to find others? Chris said that people have to see themselves doing it, suggesting that we need a one or two minute promo – showing people inside the car, at checkpoints, and at the finish.
- SCCA Staff Report (Howard Duncan) - Howard reported that Jamie has a new assignment doing all sanctions, not just roadrally [he noted that if you have sanction number but no insurance certificate, you are still good to go; a sanction number means that an insurance certificate is issued]. With Hagerty now being an SCCA sponsor, there is no change with K&K, they function totally separately. Jim asked who handles publishing of rule book? Brian, who makes it to accommodate Amazon requirements.

And now back to the agenda:

- Status of December minutes – Jeanne -- in process.
- Road Rally Media
 - a. Planning calendar - published January 21, 2019. Thank you Jeanne.
 - b. RReNewsletter – Text “roadrally” to 22828 to subscribe. Thank you Cheryl.
- Old Business
 - a. Training videos – Wendy, Mike B, Peter – see above
 - b. Improvements to safety steward program – Mike B – see above.
 - c. Rally starter materials – Clyde – not present
 - d. Status of regions requesting rally assistance – no report
 - e. Notification of RRB policy on dual event worker credit – Jim talked to Bruce who is now doing points as requested.
- New Business
 - a. Status of 2019 RRRs – Jim. – ready to go
 - b. Status of 2018 awards – Jim. Only item left is certificates.
 - c. Any options for 2019 USRRC? See Executive Session
 - d. **Planning for 2019 – what are you willing to do for our mission of More Regions, More Rallies, and More Contestants?**

Wendy – will contact Christie Graham, Cincinnati, actually has a rally program but could

use some help; new people come in totally unprepared. Encourage people to make videos so others can see what road rally is; heading group of three for Safety Steward training.

Jeanne – continue as secretary and doing RoadRally Planning Calendar

Mike B – co-teach rally school; fine tune SS training manual and work on video

Peter – update GTA safety manual, contact Sasha Lanz, wants commitment from RRB to contact more regions for rally interest, make sure DRRS are doing their job

Jim – wants to be active in deploying the Richta GPS app, possible branding with SCCA (?); work with regions to begin cohosting rallies with independent clubs – e.g. Chicago has an active club doing GTA rallies; this is an opportunity for regions to increase numbers, these rallies would still require SCCA membership and sanction process, finances can be split however the clubs want, the other club gets exposure to SCCA and better insurance; other interested regions: Ohio Valley, Oregon.

Howard – how better to promote rally to other regions, will talk to Chris Robbins

e. After Action discussion on the convention, the sessions we did:

Mike B – the RRSS session needs to be at least 1½ hour, and it needs more than one person; let Chris Robbins know for scheduling next year.

Peter – Social Rally session covered some of same info as earlier sessions; TSD session was more heavily attended; next year make sure session descriptions are better.

Jim – this is all good info; have handouts next time? Give info about how much effort required to put on a rally. What about lapel mikes, leaves your hands free.

Lee Hill asked about our impressions of the convention? Jim liked food, and the buffets. Wendy liked the awards being in separate sessions. Jeanne said she wished she had a clone to attend sessions she couldn't get to. Jim would like a different venue because entertainment here is limited (Sorry Jim, the contract is already signed for next year back at the South Point). Lee likes the hallway here, they're good for networking; overall there was good energy.

And finally, Howard had something for us to think about – should we change the program name to just 'Rally' ?

Meeting adjourned at 11:30 am PDT.

Next meeting via conference call on February 14. Update: date changed to February 21.

Respectfully submitted,

Jeanne English,
Secretary

TIME TRIALS

Updates and information about Time Trials can be found at TimeTrials.SCCA.com

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:

AUTOCROSS

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>

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>

TIME TRIALS

TIME TRIALS INFORMATION

TimeTrials.SCCA.com

SCCA NATIONAL CONVENTION

Event page:

<https://www.scca.com/events/1983542-2017-scca-national-convention>

EVENT CALENDAR:

SCCA Events:

<http://www.scca.com/events/>

BOARD OF DIRECTORS

The SCCA Board of Directors held an electronic vote for the following items on February 6, 2019.

MOTION: To Approve the following CRB item effective 3/1/19. MM/BD. Passed.

GCR

2. #26051 (John LaRue) Runoffs Invitations 3.7.4.A.1.a
In GCR section 3.7.4.A.1.a, add wording to Runoffs participant requirements as follows:

“Participate on track in a minimum of three (3) separate U.S. Major Super Tour and/or Conference event weekends and have a minimum of three (3) individual race starts, all in the same class. Events may be a part of any Conference.

A driver may substitute two (2) Regional-sanctioned weekends for one (1) of his three (3) Majors weekend participation requirements. Eligible Regional weekends shall occur between January 1st of that year and a date not less than three (3) weeks prior to the start of the Runoffs or as otherwise specified in the Runoffs supplemental regulations. Endurance races are not eligible.

Drivers in the following classes may replace participation in ~~one~~ up to two (2) Majors weekends with an SCCA Pro Racing weekend(s) in the corresponding class. *Drivers who substitute one (1) Majors weekend with an SCCA Pro Racing weekend must have three (3) Majors/Super Tour race starts. Drivers who substitute two (2) Majors weekends with two (2) SCCA Pro Racing weekends must have two (2) Majors/Super Tour race starts.* Drivers must request this replacement through the Club Racing Department, and pay the entry fee to a ~~a~~ the Majors event(s) of their choice, to be collected and distributed by SCCA.

GT1 – TA

GT2 – TA2 or TA3

T1 – TA3 or TA4

T2 – TA4

FA – F3, F4, Atlantic (FRP), FB (FRP)

FC – F2000 (FRP)

FF – F1600 (FRP)

MOTION: Approve CRB these rules changes as presented effective 3/1/19. MM/BD. Passed.

AS

1. #25734 (Matt Jensen) Request LS1 RP Power Adder

In AS, Chevrolet/Pontiac Camaro & Firebird (98-02) Restricted Prep. 5.7, add to the notes as follows:

“GM Performance Parts camshaft Kit P/N-19355738 is permitted. May use flywheel/clutch as specified in the Full Prep American Sedan rules.”

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2. #25735 (Chris Majba) Request Performance Parity of Dodge Challenger with other RP/UP

In AS, Dodge Challenger (08-14) Restricted Preparation 5.7, add to the notes as follows:

"Mopar Performance Parts LX LC LD Cold Air Intake System is permitted. Mopar Performance Parts camshaft stage2 Kit P/N-77072313AB is permitted."

3. #26037 (Matt Jensen) Request to Allow Magnum 6060 RP Replacement Transmission

In AS, Chevrolet/Pontiac Camaro & Firebird (93-97) Restricted Prep. 5.7L, add to the spec line as follows:

"Tremec TR6060 transmission may be used as a replacement assembly for the OEM transmission. P/N-TUET11009."

In AS, Chevrolet/Pontiac Camaro & Firebird (98-02) Restricted Prep. 5.7L, add to the spec line as follows:

"Tremec TR6060 transmission may be used as a replacement assembly for the OEM transmission. P/N-TUET11009."

GCR

1. #25608 (Betsy Speed) Proposed change to wording in GCR 3.5.1 regarding minors In GCR section 3.5.1, make changes to the wording as follows:

"a. 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 and the age of majority as determined by the law in the state of the individual's residence (typically 18 years old, varies by state), requires hazardous area credentials they must have an executed annual minor waiver on file at the National Office and present his hard card at registration."

b. A PARTICIPANT is one who has been permitted to compete, officiate, observe, work for, or participate in any way at an SCCA sanctioned event AND/OR being permitted to enter, for any purpose, any restricted area."

SM

1. #25914 (Richard Powers) Request 9.1.7.C.7.d. Mirror Mounting: Increase 6 inch limitation

In SM, GCR 9.1.7.C.7.d, make changes as follows.

"Mirror mounting position may be changed; but must remain within 6" *10"* of the original location on the exterior of the door."

2. #26122 (Spec Miata Committee) SM Wet Tire

In SM, GCR Section 9.1.7.C.5, make changes and add new section as follows:

Wheels/Tires

"Any wheel/tire may be used within the following limitations:

a. Required rim diameter is fifteen (15) inches. Maximum rim width is seven (7) inches. Minimum weight of wheel shall be 13 lbs without spacers. All four wheels must be the same dimension including offset.

b. All wheels must be one-piece metal castings (not multi-piece wheels, bolted, riveted or welded together).

~~c. Tires 1. Regional and Majors Competition~~

~~All cars shall use the P205/50ZR15 Hoosier "SM7" Spec Miata Dry or the P205/50R15 Hoosier "H2O" Spec Miata Wet tires.~~

c. The front track shall not exceed 1450 mm. The rear track shall not exceed 1475 mm *as measured per Appendix G, Measuring Track.*

d. Aftermarket wheel studs, lug nuts, and wheel spacers are permitted. If spacers are used they shall be no greater than 13mm and equal per axle.

e. Tire tread (that portion of the tire that contacts the ground under static conditions) shall not protrude beyond the fender opening when viewed from the top perpendicular to the ground. To determine compliance, the vehicle should be rolled through a powdered substance, as raced with driver, in order to indicate the tire tread contact patch under static conditions."

"6. Tires

Competitors must use the official SM Dry tire or SM Wet tire for Regional and Majors competition.

a. Tires must be used in complete sets. No mixing of wet and dry tires on the car.

b. Dry: P205/50ZR15 Hoosier SM7. Required for all cars Regional and Majors competition.

c. Wet: P205/50R15 Hoosier SMW.

1. Majors competitors may use either the 205/50R15 Hoosier H2O or the 205/50R15 Hoosier SMW up until June 2nd, 2019. Effective June 3rd, 2019 all Majors/Super Tours competitors must use the 205/50R15 Hoosier SMW.

2. Regional competitors may use either the 205/50R15 Hoosier H2O or the 205/50R15 Hoosier SMW.

3. In 2020 all Regional and Majors competitors will be required to use only the 205/50R15 Hoosier SMW wet tire."

3. #26133 (Ron Gayman) Request NB knuckle for NA

In SM, GCR section 9.1.7.C.3, add new section as follows:

"T. NA 90-97 cars may use the OEM Mazda 99-05 (NB) model year rear uprights. NA Cars upgrading to the OEM Mazda NB rear upright must use the NB rear upright on both sides of the car. Miss-matching of rear uprights is not allowed."

Strategic

1. #25936 (Marcus Merideth) Kart License Acceptance

In GCR section 4.3, add Karting Licensing as follows:

6 Karting License

Divisional licensing administrators may consider karting experience toward a full competition license. Organizations with robust licensing processes (ie. SKUSA) will be considered for automatic issuance of a full competition license. Ease of entry via this path will be promoted within SCCA and to karting groups through all available communication resources."

2. #26055 (SCCA Staff) Create Vintage Sanction/Allow GCR classes to run Vintage races

In GCR section 3.1.4., make changes as follows:

"Vintage/Historic races are exhibition events and not intended to be competitive.

Vintage/Historic races may be stand-alone or may be included on as part of an SCCA sanctioned Regional or Conference Majors event weekend programs under the following conditions:

A. The Vintage/Historic event is provided for *under a Vintage* ~~in the~~ sanction and Supplemental Regulations.

B. *Vintage/Historic events are run under the 13/13 rule.*

a. At a minimum any participant being found at fault in an accident will be put on a probation for a recommended 13 months. Any participant being found at fault in an accident while on probation will be excluded from further participation and suspended from competition for 13 months.

- C. Each driver is an SCCA member holding an SCCA Full Competition License, SCCA Pro License, Vintage License or an SCCA Novice Permit as provided in AppC.2.7.D. and F., or an SCCA approved license.

The following organizations' licenses are currently approved by SCCA for competition in Vintage/Historic events:

1. Classic Sports Racing Group (CSRG)
2. Historic Sportscar Racing (HSR)
3. Society of Vintage Racing Enthusiasts (SOVREN)
4. Sportscar Vintage Racing Association (SVRA)
5. Vintage Auto Racing Association (VARA)
6. Vintage Motorsports Council (VMC) and VMC member organizations
7. Vintage Driver's Club of America (VDCA)

Please direct any questions about licenses to the ~~Club~~**Road** Racing department in the National Office.

- D. All Vintage cars must conform to Appendix Z of the SCCA Vintage Competition Rulebook (VCR), publication #5684 dated March 2005. Roll cages as defined in Appendix Z of the current VCR are required in all production cars considered model year 1973 or later. There is no requirement for cars from model year 1972 or earlier to have roll cages; however, members are encouraged to install roll cages in such cars where satisfactory installation can be achieved. At a minimum, roll bars are required for production cars from model year 1972 or earlier. Where allowed, roll bars must conform to Appendix Z of the current VCR. Driver restraint systems must meet current GCR requirements.

Driver restraint systems must meet current GCR requirements. Driver window safety net or arm restraints are required in closed cars. Open cars require arm restraints.

- E. Vintage/Historic cars shall not be allowed to be grouped with any other SCCA racing classes *in SCCA Regional and U.S. Majors Tour events* (except in a Driver's School).

- F. *Vintage/Historic sanctioned race groups may include non-vintage classes."*

In GCR Appendix B 1.4.2., make changes as follows:

"H. Vintage cars may not be grouped with any other type of cars *at SCCA Regional or U.S. Majors Tour events but may be combined* ~~except~~ at Drivers' Schools.

I. Vintage/Historic sanctioned race groups may include non-vintage classes."

In GCR Appendix C, Table 1, make changes to Vintage Renewal OTHER as follows:

"Results of ~~2~~ **1** Vintage Races or ~~2~~ **1** SCCA Regional Races from the prior 12 months."

In GCR Appendix C, Table 1, make changes to Full Competition Renewal OTHER as follows:

"Results of 1 SCCA U.S. Majors Tour or Regional Sanctioned Race/*Vintage*/Pro/FIA weekend per year."

Note from the CRB:

Current rules prohibit modern GCR classes from running in vintage-based run groups. This recommendation allows for special events (anniversaries, celebrations, etc.) to blend modern vehicles with vintage vehicles, but keeping the spirit of vintage racing where the focus is on exhibition rather than competition. The creation of a vintage sanction type differentiates the rules each run group on a weekend are run to. Since sanction/insurance/VIP fees are based on a per-entry basis, this will not introduce additional fees or paperwork to a host Region. The introduction of 13/13 aligns with the common practice of other vintage organizations, making SCCA events more relevant in that market.

SOLO EVENTS BOARD

SOLO EVENTS BOARD | February 27th

The Solo Events Board met by conference call February 27th. Attending were SEB members Brian Conners, Mike Brausen, Bob Davis, Zack Barnes, Keith Brown, Mark Scroggs, and Marshall Grice; Charlie Davis, and Chris Albin of the BOD; Doug Gill and Howard Duncan 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

Member Advisories

Solo Nationals

#25562 Course Designer for 2019 Solo Nationals

The SEB has approved Mike Feldpusch and Jason Frank as course designers for the 2019 Tire Rack Solo Nationals.

Street Touring Category

#26283 Request for consideration to join the STAC

The SEB has approved the addition of Andrew Clark to the STAC.

#26380 STAC vacancy

The SEB has approved the addition of Annie Gill to the STAC.

Street Prepared Category

#24686 15.2.A clarification request

Per the SPAC, occasional contact between the tires and chassis and/or bodywork components is expected as part of the allowed modifications, and in most cases this contact does not fundamentally provide more tire clearance. Competitors are reminded that modifications to areas inboard of the vertical hub/wheel mounting face (particularly for allowing tires larger than would otherwise fit) are prohibited whether the modification is performed intentionally (i.e. by cutting, bending or hammering) or whether it occurs as a result of incidental contact with a tire during normal autocross maneuvers.

Prepared Category

#26282 Adding My Name to the PAC List

The SEB has approved the addition of Jeff Minor to the PAC.

Change Proposals

Street Category

#24903 NOC vs Catch-all

The SEB and SAC are requesting member feedback on the following proposed rule change:

Add to Appendix A under STREET CATEGORY, to the end of the first paragraph as follows:

“Any car listed under a NOC classification is ineligible for National events. See section 13.0 for other eligibility requirements.”

In an effort to simplify the NOC listings, the SAC is soliciting member feedback

regarding potentially competitive cars that are currently classed solely by a NOC listing. These cars include the following:

AS

Jaguar F-Type (NOC except Project 7)

CS

Mercedes SLK (NOC)

911 (non-turbo, NOC)

FS

Mustang (V8, NOC)

Camaro (V8 non-supercharged, NOC)

Firebird (V8, NOC)

G8 (V8 & NOC)

Catch-All V8 sedans, pick-ups, and sedan-derived convertibles (NOC)

GS

Audi A6 (V6 NOC & 4 cyl)

GM FWD Models (4-cyl turbo, 6 cyl, ecotec or quad 4 engines, NOC)

VW 1.8 Turbo Models (NOC) (2002-06)

Volvo Turbo models (NOC)

Saab Turbo models (NOC)

HS

Chevy Beretta (NOC)

Alfa Romeo Sedan (NOC)

BMW 320 (NOC)

Fiat (NOC)

Hyundai (NOC)

GM FWD Models (NOC)

GM RWD V6 Models (NOC)

Mercedes (NOC)

Renault (NOC)

Saturn DOHC (NOC)

Saturn Ion (NOC)

VW Rabbit & Rabbit GTI (all, NOC)

VW VR6 (NOC)

Subaru Impreza (NOC)

Subaru Legacy (NOC)

Subaru Sedan Turbo (NOC)

Subaru (NOC)

Volvo (NOC)

Catch-All RWD pickup trucks (NOC)

Kart Category

#26523 Feedback for sunset of Formula Junior engines

The KAC is looking to remove the following engines for the 2020 season for JA and JB.

The reasoning behind this is because of a lack of production, and parts availability issues due to age of the engine packages.

Briggs Raptor

Rotax Mini-Max

Rotax Micro-Max

Comer k-80

Yamaha Kt-100

The KAC is requesting feedback from and/or regarding people who are actively using these engines.

Not Recommended

Street Category

#25429 Street#24097 reclass 997 Porsche turbo S to SS

Thank you for your input. Due to production numbers and performance parameters, the SAC does not believe this is a good fit for SS.

#25430 Move BMWs out of the stock pony car class to BS

The SAC has withdrawn the following proposal but will continue to monitor participation in FS. The SAC would appreciate further member comment on the future direction of FS.

Move **from FS to BS**

BMW

M3 (Competition Package)(E9x chassis)

#25865 #22772 #20102 Replacing Electronic Shocks

Thank you for your input. The SAC will be monitoring the shock absorber developments in SS.

#26049 Replacing Electronic Shock proposal(#22772 & #20102)

Thank you for your input regarding the electronic shocks rule for SS. The SAC and SEB prefer to apply it only to SS at this time.

#26317 Open up wheel width allowance

Thank you for your input. The SAC believes the wheel allowances are adequate as written.

#26319 Move 2009-2011 GTR (aka CBA) to AS

Thank you for your input. The SAC believes this car is appropriately classed.

#26324 Ford Focus RS Split

Thank you for your input. The SAC believes the front differential in the 2018 cars is a sufficient difference to warrant keeping them in BS.

#26350 Camber Plates

Thank you for your input. The SAC does not believe camber plate allowances fit the

spirit of the Street category.

Street Touring Category

#26157 What class is the 2018 Camaro with 2.0L turbo when modified?

Thank you for your input. The STAC does not feel that the 2.0L Turbo Camaro fits the performance envelope of STU. While the car is not currently classed Nationally, at the Regional level it is eligible for the ST category under the applicable STH catch-all.

#26191 Restriction to Factory Boost Piping when changing CAC

Thank you for your input. Unfortunately, not all cars will be able to take advantage of all allowances equally. Currently the STAC is not interested in additional allowances for changes to OE charge pipes.

#26450 Lets be logical and finnalt move Non Torsen NB Miata to STS

Thank you for your input. The STAC does not feel that adding the NB Miata to STS would be in the best interest of the class.

Street Prepared Category

#26407 Consider doing the RIGHT THING...Please the 128i from BSP to DSP

Thank you for your input. The SPAC is currently working on the limited prep proposal, as previously published in Fastrack. Please see an update to that proposal in a future Fastrack.

#26430 Clarification on Fuel Pump / Camshaft

Thank you for your input. Replacing a camshaft for the purposes of changing a fuel pump is not permitted, and the SPAC does not believe that allowing alternate camshafts is in the best interests of the category.

Street Modified Category

#26148 aero in Street Modified Category

The SMAC is in agreement that we cannot write rules to cover all potential "loopholes". Writing of more rules creates more loopholes, until it becomes a spec class.

Aero allowances in SM are confined to wings and splitters. The SEB/SMAC recognizes that body panels, bumper covers, and side view mirrors have some intrinsic aero influence; however, competitors are strongly cautioned to not make tortured interpretations of the rules allowances.

Prepared Category

#26465 Rotary Engine displacement calculation (SM, Prep, Mod)

Thank you for your input. The PAC would like to let recent XP weight adjustments take effect, before we consider any additional weight changes. We will continue to monitor the competitive balance of rotary and piston engines.

Kart Category

#23287 Electric class karts

Thank you for your input. The KAC does not recommend adding electric propulsion to KM at this time, but will continue to monitor the industry including alternative powerplants.

#23318 Electric Karts class

Thank you for your input. The KAC does not recommend adding electric propulsion to KM at this time, but will continue to monitor the industry including alternative powerplants.

Other Items Reviewed

Solo Nationals

#25703 For your consideration

Thank you for your input. Please see the response to item #25562.

#25971 Solo Nationals course design.

Thank you for your application. Please see the response to item #25562.

#26186 Nationals Course Design

Thank you for your application. Please see the response to item #25562.

#26333 Course Designer application

Thank you for your application. Please see the response to item #25562.

#26335 Course design

Thank you for your application. Please see the response to item #25562.

#26339 National Tour and/or Championship course design

Thank you for your application. Please see the response to item #25562.

Street Category

#25880 SAC Application

Thank you for your application and willingness to serve as a committee member.

#25990 Electronic shock controllers in SS

Thank you for your input. The rule is going into effect for 2019.

#26058 SAC Application

Thank you for your application and willingness to serve as a committee member.

#26256 SEB recommendation to allow evaluation of programable shocks

Thank you for your input. The SAC will continue to closely monitor how the rule affects the performance balance.

#26360 Please monitor status of Veloster N

Thank you for your input. The SAC will indeed be closely monitoring the performance of the Veloster N.

Street Touring Category

#25137 STAC application

Thank you for your application to the STAC and willingness to serve as an AC member.

Prepared Category

#26231 Responce to PAC opening

The PAC thanks the member for their interest in serving on the PAC.

#26257 PAC Opening

The PAC thanks the member for their interest in serving on the PAC.

#26444 PAC vacancy

The PAC thanks the member for their interest in serving on the PAC.

Handled Elsewhere

Street Category

#26032 please delay electronic shock proposal

Please see the response to #26049.

#26203 Proposal #22772 #20102

Please see the response to #26049.

#26254 M3 Comp pkg

Thank you for your input. Please see item #25430.

#26272 Electronic Shock Controller repeal by the BOD... FYI: to BOD

Thank you for your input. Please see item #26256.

#26336 Keep e-shocks stock!

Please see the response to #26256.

#26337 Electronic shock tuning...again

Please see the response to #26256.

#26373 Classify 2019 Hyundai Veloster in Street category

Please see the response to letter #25470 in the January Fastrack.

#26414 Keep E92 M3 in FS

Please see the response to #26254.

#26417 Don't Move E9x ZCP to BS

Please see the response to #26254.

#26426 Shock controllers in SS

Please see the response to #26256.

#26446 Support e-shocks updates by car mfg.and aftermarket controllers

Please see the response to #26256.

Street Prepared Category

#26167 #23979 response

Thank you for your input. Please see letter 23979 in the January Fastrack.

Tech Bulletins

Street Category

#26471 Sunset Rule

Errors and Omissions: In Appendix A, under STREET CATEGORY, first paragraph, correct the model year reference to be **1988**.

Street Prepared Category

#26447 Mazda Miata CSP clasification.

Per the SPAC, update Appendix A effective immediately upon publication with the following change:

CSP

Mazda

MX-5 (2006-~~2015~~)

#26323 Acura NSX in SSP

Per the SPAC, add the following new listing, effective immediately upon publication, to Appendix A:

SSP

Acura

NSX (2016-2019)

Kart Category

#21591 Junior HZ Red tire is now HZi

The online Solo Rules, section 19.2.C, have been updated to reflect the approval of the MG HZi 'Red' tire.

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | March 5, 2019

The Club Racing Board met by teleconference on March 5, 2019. Participating were Peter Keane, Chairman; John LaRue, Kevin Fandozzi, Sam Henry, Steve Strickland, Tim Myers, Paula Hawthorne, and Shelly Pritchett, secretary. Also participating were: Bob Dowie, Peter Jankovskis and Marcus Meredith, BoD liaisons; Deanna Flanagan, Director of Road Racing; Rick Harris, Club Racing Technical Manager; and Scott Schmidt, Technical Services Assistant. The following decisions were made:

Member Advisory

AS

1. #26392 (Jim Wheeler) Request to disable ABS on Spec Mustang

Thank you for your letter. The committee American Sedan Advisory Committee recommends a change to the 2020 rules regarding the allowance of ABS braking systems on the Spec Mustang. Exact implementation is to be determined. The committee recognizes the Spec Mustang ABS system does not follow the current philosophy in the area of brake control, but feels it is part of the balance of performance of that particular classification. We are pursuing options for the SMG competitors for the 2020 season. We are committed to maintaining parity amongst the competitors, while encouraging participation with existing cars. We encourage you to continue to support the American Sedan class and appreciate your input.

P2

1. #26616 (Formula/Sports Racing Committee) Adjustment of P1-P2 performance gap and P2 balance of performance

Thank you for your letter. P2 competitors are advised that as data is collected on additional P2 engine platforms this data will be used to continue the process of adjusting the P1-P2 performance gap and balancing performance within the P2 class.

GT2

1. #26286 (John Schertzer) Request alternate splitter for TA2 4.8.2.3:

Thank you for your letter. You may fabricate a splitter to the exact measurements as the Howe item but not in Carbon Fiber.

No Action Required

AS

1. #25886 (DAVID MEAD) Add intake/cams/CAI/headers/wheels/ to 05+ 4.6L 3V LP Mustang GT

Thank you for your letter. Modifications, including trick flow cylinder heads have been introduced for the 2019 season. Car already has CAI, headers and 18X9.5 wheels.

2. #26263 (Pamela Richardson) Please Re-Consider SMG into AS Decision

Thank you for your letter. The Spec Mustang, SMG as outlined in Appendix M, has been included for the 2019 season. The committee has added a specification line for the car in the American Sedan section of the GCR for 2019. We considered the impact to both the existing competitors in the American Sedan category as well as the drivers of the current SMG vehicles. We felt the inclusion would add to the competition within the class as well offer an additional opportunity for the SMG drivers to participate in SCCA events. We recognize that the inclusion of any new vehicle causes discussion and concern from existing competitors, but we are committed to monitoring the participation of the car and its competitive potential within the class. Adjustments can and will be made as needed to maintain parity within the class. Please continue to provide feedback and comments via letters and discussion with Advisory committee members regarding this topic throughout the 2019 season. We encourage you to participate in the 2019 season and continue to support the American Sedan class.

3. #26266 (Timothy White) SMG should not be in AS
Thank you for your letter. Please see the response to letter #26263
4. #26273 (Mark Muddiman) Reconsider SMG in AS
Thank you for your letter. Please see the response to letter #26263
5. #26285 (Richard Pryor) Opposes Classifying SMG in AS
Thank you for your letter. Please see the response to letter #26263
6. #26293 (Kurt Rezzetano) Opposes Spec Mustang in AS
Thank you for your letter. Please see the response to letter #26263
7. #26313 (Matt Regan) Opposes SMG in AS
Thank you for your letter. Please see the response to letter #26263
8. #26320 (Lynne Griffiths) Opposes SMG in AS
Thank you for your letter. Please see the response to letter #26263
9. #26345 (Jay Pistana) Support for LS1 Hot Cam, Jensen letter #25734
Thank you for your letter. The Club Racing Board appreciates your comments.
10. #26353 (Richard Pryor) Supports A Sedan Restricted Prep camshaft
Thank you for your letter. The Club Racing Board appreciates your comments.
11. #26354 (Matt Regan) Opposes Rule 25734
Thank you for your letter. The committee continues to review and compare the performance capability of all powertrains eligible in the American Sedan category. Performance targets and benchmarking of all vehicles is a primary consideration of the committee, along with the reliability and stability of the class. Please continue to provide feedback and comments via letters and discussion with Advisory committee members regarding this topic throughout the 2019 season. We encourage you to participate in the 2019 season and continue to support the American Sedan class.
12. #26385 (George Long) Supports proposed rule change in AS
Thank you for your letter. The Club Racing Board appreciates your comments.
13. #26395 (TED JOHNSON) New class philosophy ideas
Thank you for your letter. Benchmarking of all the current powertrains against the current weight specifications is being conducted. In addition, other key performance characteristics such as tire size, track width, etc. are being compared. We are committed to maintaining parity within the class and will make adjustments as needed. The committee continues to recognize the cost of tires is a major consideration in the budget of most competitors. At this time, we do not recommend a change to current tire specifications but it continues to be discussed and options considered. We encourage you to continue to support the American Sedan class.
14. #26557 (Jim Wheeler) Response to Letter #25734 - Do Not Give Alternate Cam to RP Cars
Thank you for your letter. Please see the response to letter #26354
15. #26563 (Richard Pryor) Request for GM Hot Cam for 4th Gen F Body
Thank you for your letter. Please see response to letter #25734 in February Fastrack.

GCR

1. #26225 (Reid Hazelton) Request improved communication to membership
Thank you for your letter. At this time, the Club Racing Board has determined no change to the GCR is necessary to implement this concept. The Board of Directors and the Club Racing Board will determine how best to use social media to communicate with the membership.

GT2

1. #26377 (David Tuaty) Request Porsche 991 adjustments
Thank you for your letter. The Club Racing Board feels the 991.1 is properly classified at current weight.

2. #26605 (Thomas Dewitt) Requesting action on Letter #: 26159
Thank you for your letter. Please see response to letter #26159 in Tech Bulletin.

IT General

1. #25828 (Improved Touring Committee) Open IT brake calipers
Thank you to those who wrote in responding to this What Do You Think. At this time, membership does not support this idea.

2. #26089 (John McFarland) Opposes Brake Calipers
Thank you for your letter. The Club Racing Board appreciates your comments.

3. #26090 (Cameron Conover) Opposes #25828 (Improved Touring Committee) Open IT brake calipers
Thank you for your letter. The Club Racing Board appreciates your comments.

4. #26093 (Joe Harlan) Opposes 25828 open brakes
Thank you for your letter. The Club Racing Board appreciates your comments.

5. #26094 (Sean Duncan) Opposes Aftermarket Brake Calipers
Thank you for your letter. The Club Racing Board appreciates your comments.

6. #26101 (Richard Pannell) Regarding Open IT brake Calipers
Thank you for your letter. The Club Racing Board appreciates your comments.

7. #26104 (Matt Downing) Opposes Open IT brake calipers
Thank you for your letter. The Club Racing Board appreciates your comments.

8. #26108 (Chris Childs) Opposes Letter #25828
Thank you for your letter. The Club Racing Board appreciates your comments.

9. #26109 (Vaughan Scott) Opposes aftermarket brakes in IT
Thank you for your letter. The Club Racing Board appreciates your comments.

10. #26111 (Richard Grunenwald) Opposes Alternate Calipers in IT
Thank you for your letter. The Club Racing Board appreciates your comments.

11. #26117 (James Ray) Opposes Open Brake Calipers
Thank you for your letter. The Club Racing Board appreciates your comments.

12. #26118 (Hayes Lewis) Opposes Letter #25828
Thank you for your letter. The Club Racing Board appreciates your comments.

13. #26127 (Stephen Blethen) Opposed to Letter #25828
Thank you for your letter. The Club Racing Board appreciates your comments.

14. #26143 (Lee Graser) Oppose brake change in IT
Thank you for your letter. The Club Racing Board appreciates your comments.

15. #26149 (Jeff Baker) Supports IT Brake and Tire thoughts
Thank you for your letter. The Club Racing Board appreciates your comments.

16. #26211 (Raymond Blethen) Opposes Alternate Drake Calipers

Thank you for your letter. The Club Racing Board appreciates your comments.

17. #26229 (Jon Rogers) Opposes RE: #25828 - IT Brake calipers

Thank you for your letter. The Club Racing Board appreciates your comments.

18. #26364 (steve elicati) Opposes alternative brake calipers

Thank you for your letter. The Club Racing Board appreciates your comments.

ITA

1. #26103 (Steve Linn) Opposes Letter #25828

Thank you for your letter. The Club Racing Board appreciates your comments.

ITC

1. #26119 (Frank Schwartz) Opposes Letter #25828

Thank you for your letter. The Club Racing Board appreciates your comments.

ITS

1. #26116 (Tom Donnelly) Supports Brake Changes to Improved Touring

Thank you for your letter. The Club Racing Board appreciates your comments.

ST General

1. #26519 (Kevin Boehm) Request to be added to STAC

Adding Kevin Boehm to the STAC

2. #26561 (Harley Kaplan) Did You Really Mean To Add Flares to STL And STU?

Thank you for your letter. Please see response to Letter # 26564.

STU

1. #26531 (Glen McCready) Request to Classify BMW E46 M3 in STU

Thank you for your letter. Please see response to Letter #25126 in Feb 2019 Fastrack.

Not Recommended

AS

1. #25117 (Matt Jensen) Request for RP Open Transmission Ratios

Thank you for your letter. Please see the response to letter #25249, November 2018 Fastrack Minutes.

Performance reviews will continue, but at this time ratios as defined are still sufficient.

2. #26394 (Jim Wheeler) Request front splitters

Thank you for your letter. The American Sedan Advisory Committee does not recommend any change to the current rules regarding air dams and splitters. The committee recognizes the Spec Mustang Splitter does not follow the current philosophy in the area of air dams and splitters but feels it is part of the balance of performance of that particular classification. We are committed to maintaining parity amongst the competitors, while encouraging participation with existing cars. We encourage you to continue to support the American Sedan class and appreciate your input.

F5

1. #26411 (Clint McMahan) Request to update an existing rule

Thank you for your letter. The Club Racing Board does not recommend this change. The current rule is adequate as written.

2. #26425 (Bryan Barratt) Request to allow CBR600F4i and CBR600F engines in F5

Thank you for your letter. The Club Racing Board does not recommend this change because an adequate supply of the approved engines is currently available.

3. #26515 (Eric McRee) Formula 500 Exhaust Header Design

Thank you for your letter. The Club Racing Board does not recommend this change. If there is an issue with supply of the current exhaust header or an alternate design is available at a lower cost than the existing header, please submit supporting documentation and the Club Racing Board will consider your request.

EP

1. #26551 (Luis Rivera) Response to Letter #25565

Thank you for your follow up letter. This request is still not recommended. There is too much difference between the two plates being compared in terms of port timing and porting potential. An alternative allowance is already given to update to the entire 13B engine.

SM

1. #26543 (marc cefalo) Alternate Valves for 01-05 VVT Engines and Shimming of Springs

Thank you for your letter. The Spec Miata Advisory Committee does not recommend this modification at this time.

STL

1. #26596 (Cliff Ira) Addition of B18C1 GSR Motor to B Series Table

Thank you for your letter. Per Racing Memo 18-02, *It was intended that you use* a restrictor plate since 1/1/2018. The Club Racing Board will continue to monitor class performance.

STU

1. #25487 (Travis Washay) Request to classify a 2015 VW GTI TCA PWC

Thank you for your letter. There is no requirement to specifically class cars in STU. Your car can run freely per STU regulations. Please choose a TIR and appropriate weight from the STU chart.

2. #25519 (kevin koelemeyer) Request an aftermarket turbo k24

Thank you for your letter. Currently the Club Racing Board does not recommend the addition of a turbo to the K24 in STU.

3. #26566 (Luis Rivera) Request for Mazda 13B Weight Reduction

Thank you for your letter. With recent changes to the Rotary allowances in the STU, no further changes are recommended at this time.

4. #26567 (Luis Rivera) Request for Mazda 12A Weight Reduction

Thank you for your letter. With recent changes to the Rotary allowances in the STU, no further changes are recommended at this time.

5. #26568 (Luis Rivera) Request for 13B Bridgeport Weight Reduction

Thank you for your letter. With recent changes to the Rotary allowances in the STU, no further changes are recommended at this time.

T1

1. #26305 (Don Van Nortwick) Request to remove T1-LP (FP350S) 60 mm restrictor

Thank you for your letter. This action is not recommended at this time. We will continue to monitor the class.

T2

1. #26290 (Kurt Rezzetano) Request 2005-2013 corvette C6 Coupe/ GrandSport tire size change

Thank you for your letter. Data does not support this change at this time. Car is within the performance envelope and competitive as classed.

2. #26302 (Joe Aquilante) Request to clarify Ford Ecoboost Weight adder for 15 inch brakes

Thank you for your letter. This action is not recommended at this time. We would like to see

this car on the track so we can monitor its performance.

3. #26391 (Matt Jensen) Request to add FLMS Porsche Control Arm

Thank you for your letter. This action is not recommended at this time. The Porsche Motorsports control arms that are permitted on this car are the only optional control arms permitted.

4. #26532 (Preston Calvert) Request for Two-Piece Rotors on T2 Mustang GT

Thank you for your letter. This generated a good discussion among the Touring Committee. We will consider 2-piece rotors for multiple Touring classes for 2020; unfortunately we cannot consider 2-piece rotors for this car for 2019.

T4

1. #26382 (dave kutney) Request to allow BC Racing Pt #ZB-01-BR Coil over on Pontiac Sols

Thank you for your letter. We cannot approve an adjustable shock for this car for 2019. A What Do You Think is active for the opinion of members for allowing single adjustable shocks in T4 in 2020. We do believe there are non-adjustable options for this car for 2019.

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.

AS

1. #26393 (Jim Wheeler) Request tubular rear control arms

In GCR section 9.1.6.4.d.5, make changes as follows:

"Original unmodified lower control arms (front and rear), and original unmodified front upper control arms must be retained. ~~Pins, keys, or weldment may be used to prevent the rotation of alternate bushings, but may serve no other purpose than that of retaining the bushing in the desired position.~~ *Vehicles with rear trailing arms may replace OEM arms with tubular arms. Arms must maintain stock length and serve no other purpose than locating rear axle assembly.*"

GCR

1. #26244 (David Gomberg) Proposed rule creates two definitions of Participant

In GCR APPENDIX A. 20. Participant, make changes as follows: ~~Any person admitted to an event after having signed a SCCA authorized Release and Waiver of Liability Agreement.~~ *"A PARTICIPANT is one who has been permitted to compete, officiate, observe, work for, or participate in any way at an SCCA sanctioned event AND/OR permitted to enter, for any purpose, any restricted area."*

2. #26475 (SCCA Staff) Add language to 7.2 Disqualification penalty section

In GCR section 7.2.H, add as follows: "An entrant, driver, or car may be disqualified from a competition or an event. Rights to awards, *including points, participation and race start credit*, in the competition or event are automatically forfeited."

IT General

1. #26506 (Bruce Bettinger) Request for SM into ITA RULE CHANGE

In ITS, Mazda MX-5 / Miata (99-00), add to notes as follows:

"Reinforcement of the differential housing ears is allowed for the purpose of repairing or reducing breakage at the factory stress riser "notch"."

In ITS, Mazda MX-5 / Miata (01-05), add to notes as follows:

"Reinforcement of the differential housing ears is allowed for the purpose of repairing or reducing breakage at the factory stress riser "notch"."

In ITA, Mazda MX-5 / Miata (90-93), add to notes as follows:

“Reinforcement of the differential housing ears is allowed for the purpose of repairing or reducing breakage at the factory stress riser “notch”.”

In ITA, Mazda MX-5 / Miata (94-97), add to notes as follows:

“Reinforcement of the differential housing ears is allowed for the purpose of repairing or reducing breakage at the factory stress riser “notch”.”

STU

1. #26422 (Super Touring Committee) Recommend 6 Piston Calipers for 2020

In GCR section 9.1.4.1.E.2, add as follows:

“Calipers- The standard production calipers or any 4-piston or fewer calipers may be used. *6 piston calipers may be used with a 1% weight penalty.*”

2. #26423 (Super Touring Committee) Recommend changing the number of forward gears

In GCR section 9.1.4.1.C.2, add as follows:

“Transmission and ratios are free. Forward gears are limited to 6 speeds. *Cars equipped with automatic transmissions using a torque converter are limited to 8 forward speeds.* Cars with sequential shift transmissions including factory DCT-type systems shall increase the required minimum weight by 3.5%.”

Taken Care Of

F5

1. #26583 (John W (Jack) Walbran) Two Stroke Standard of Performance Should be Rotax 593, Not 494

Thank you for your letter. Please see the responses to letter #26326, March 2019 Fastrack Minutes, and letter #25815, February 2019 Fastrack Minutes.

FF

1. #26467 (Philip LaPointe) Opposes FF request for oversize Honda Fit Pistons

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #25810, February 2019 Fastrack Technical Bulletin.

GCR

1. #25653 (David Arken) Threatening or Committing Violent Behavior.

Thank you for your letter. Appropriate Language has been added to penalty guidelines, available through the file cabinet at SCCA.COM.

GTL

1. #26482 (Joe Harlan) Opposes SIR Increase for 12a Mazda.

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #26081 and 26202.

2. #26484 (Roy Lopshire) Opposes 12A Sir increase

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #26081 and 26202.

3. #26485 (Roy Lopshire) Opposes the 12A Sir increase

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #26081 and 26202.

4. #26487 (Roy Lopshire) Opposes more 12A Sir increase

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #26081 and 26202.

5. #26494 (Scott Twomey) Opposes Request to Increase 12a Rotary +1mm by Gregarious

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #26081 and 26202.

6. #26495 (Rusty Bell) Opposes adjustments for the 12A rotary engine
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #26081 and 26202.

7. #26496 (Chris Doodson DOODSON) Opposes +1mm for Rotary 12a
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #26081 and 26202.

8. #26497 (Edward Nicholson) Opposed to Request in Letter #26081
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #26081 and 26202.

9. #26498 (Paul Bunbury) Opposed to 1mm increase in SIR for Mazda 12A motors
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #26081 and 26202.

10. #26499 (Richard Barlow) Opposed to Mazda 12A SIR Increase
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #26081 and 26202.

11. #26501 (Kenneth Gassin) Opposes Response to #26081
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #26081 and 26202.

12. #26502 (Graham Fuller) Opposes Letter #26081
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #26081 and 26202.

13. #26503 (Bill Ball) Opposes Letter #26081
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #26081 and 26202.

14. #26505 (Chris Kopley) Opposed to Increase in SIR for 12A Motor
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #26081 and 26202.

15. #26508 (Bill Keeney) Opposed to Mazda 12a Rotary SIR Increase In GTL
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #26081 and 26202.

16. #26512 (Alec Maisel) Opposes Change to SIR on 12A Rotary Engine
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #26081 and 26202.

What Do You Think

None.

RESUMES

1. #26490 (Kevin Fryer) Submitting Resume
Kevin Fryer is now on the ITAC

TECH BULLETIN

DATE: March 20, 2019

NUMBER: TB 19-04

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 4/1/2019 unless otherwise noted.

American Sedan

None.

B-Spec

None.

Formula/Sports Racing

FV

1. #26262 (Gregory Bruns) Request to clarify Disc Brake rules bearing retainer & weights

In GCR section 9.1.1.C.4.D, make changes as follows:

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

2. #26537 (Thomas Galuardi) Request to Allow Rear Tires on the Front of Formula Vee

In GCR section 9.1.1.C.3.D, add the following:

"The following tires are required in all U.S. Majors Tour and Hoosier Super Tour events and the National Championship Runoffs:

Fronts

Hoosier #43337 FVS

21.0 x 5.0 x 15

Rears

Hoosier #43353 FVS

22.5 x 5.5 x 15

"Rear tires may be used on the front of the car. Tires shall be the same size and design for the right and left sides of the front axle and the same size and design for the right and left sides of the rear axle."

Rain tires are open for 2019.

Effective 1/1/2020, the following rain tire is required:

Hoosier #44266

22.5 x 5.0 x 15 Hoosier WET (rain)

SCCA Regional Races only - Competitors may run any Hoosier branded FV tire until 1/1/2020 at which time the above designated tires will be required."

P1

1. #26590 (Formula/Sports Racing Committee) Clean Up Engine Table Language

In P1 Engine Table, Spec Line B, change as follows:

"Staudacher cars homologated before 1-1-2014 ~~utilizing~~ **using** 1005cc may run 38.5mm flat plate intake restrictor at 950 lbs. min. weight."

In P1 Engine Table, Spec Line F, Honda K20A-FD2, change as follows:

"No engine modifications except for dry sump oil system, ECU mapping, and exhaust system."

P2

1. #26246 (AJ Snyder) Request to restrict all cars

In GCR section 9.1.8.H.15, change the weight as follows:

"The car shall weigh ~~4350~~ **1375** lbs. minimum, including the driver."

Note from the CRB: Effective 6/1/2019, Enterprises shall reduce the peak horsepower of the sealed ESR engine (GCR section 9.1.8.H.7.a) to the number specified by the CRB, consistent with the practice of maintaining all competitors' horsepower and torque numbers in confidence. Enterprises shall supply dyno data to the CRB prior to 6/1/2019 to allow review for compliance.

GCR

1. #26418 (David Gomberg) Fix unintended wording

In APPENDIX O.3.B, make changes as follows:

"The Executive Steward shall appoint ~~will approve~~ the Chief Steward and the COC at the time the Small Event Request is made."

Grand Touring

GT General

1. #26600 (SCCA Staff) Request Ride Height Clarification

In GT1, GCR section 9.1.2.D.5.a.1, omit ride height and re-number section as follows:

~~"a. Ride Height~~

~~1. No part of the car to the rear of the front tire opening, including the exhaust, may touch the ground when two (2) tires on the same side of the vehicle are deflated."~~

In GT-2, 3, LITE, GCR section 9.1.2.F.7.b, remove and re-number section as follows:

~~"3. No part of the bodywork or chassis, to the rear of the front wheel opening, shall touch the ground when both tires on the same side of the car are deflated."~~

GT2

1. #26159 (Tom Dewitt) Request Ford Performance 5.2L crate engine FPR clarification

In GT2/ST, classify the Ford Mustang (2005-) as follows:

GT2-ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
<i>Ford Mustang (2005-)</i>	<i>5.2L</i>	<i>3300 lbs.</i>	<i>Single 82mm Throttle Body</i>	<i>Mustang only: 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.</i>

GT3

1. #26528 (Grand Touring Committee) 26076 revised Spec line chart

In GT3, delete Mazda 13B and Renesis spec lines and replace with new spec lines as follows:

GT3 Engines -					
Engine Family	Engine Type	Disp. (cc)	Fuel Induction	Weight (lbs)	Notes
13B	Peripheral Port	2616	37mm SIR	2400	Disenfranchised GT2
13B	Bridgeport	2616	(1) Auto-Type 2 bbl. w/44mm choke(s)	2400	Disenfranchised GT2
Renesis	Peripheral Port	2626	37mm SIR	2450	
Renesis	Bridgeport	2616	(1) Auto-Type 2 bbl. w/44mm choke(s)	2450	
GT3 Engines -					
Engine Family	Engine Type	Disp. (cc)	Fuel Induction	Weight (lbs)	Notes
13B	Streetport	2616	Unrestricted	2080	
13B	Bridgeport	2616	(1) Auto-Type 2 bbl. w/44mm choke(s)	2200	
13B	Peripheral Port	2616	37mm SIR	2200	
Renesis	Street Port	2616	Unrestricted	2130	
Renesis	Bridgeport	2616	(1) Auto-Type 2 bbl. w/44mm choke(s)	2250	
Renesis	Peripheral Port	2616	37mm SIR	2250	
13B	Bridgeport	2616	(1) Auto-Type 2 bbl. w/44mm choke(s)	2350	Disenfranchised GT2*
13B	Peripheral Port	2616	37mm SIR	2350	Disenfranchised GT2*

Improved Touring
None.

Production Prod General

1. #25873 (Bill Lamkin) Rollcenter Correction Clarification

Note from CRB: 9.1.5.E.5.b.2 in "Suspension and Steering Level 2: Suspension Components" states that "Suspension control arms, bushings, bearings, and ball joints are unrestricted." However, allowance to ream out ANY tapered hole from a stock ball joint does not exist, unless being done to a specifically unrestricted component, like a suspension control arm. This is not the intent to restrict in that manner, and should be clarified:

In GCR section 9.1.5.E.5.b.2, add wording as follows:

"Suspension bushings, bearings, and ball joints are unrestricted. *Tapered holes can be drilled or reamed, to allow a bolt to be used in place of a ball joint.*"

Note from CRB 9.1.5.E.2.o.5 in "Final Drive" states that "Axle shafts, bearings, bearing carriers, hubs, and universal joints/CV joints are unrestricted." Therefore any of those items,

all of which are defined in the GCR, that are part of the final drivetrain system of the vehicle, are indeed unrestricted. However, this rule would not apply to a non-driven axle, as it is not part of the drivetrain. It is agreed that allowing unrestricted bearings and hubs should not be limited to only the driven axle, and it should be applied to both axles/at any wheel:

In GCR section 9.1.5.E.5.b. add wording as follows:

“6. Wheel bearings and hubs are unrestricted.”

2. #26476 (Production Committee) Hardtops

In GCR section 9.1.5.E.9.a.12, remove wording as follows:

~~“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.”~~

In EP, remove wording from spec line notes as follows:

BMW Z3 2.5L: ~~OEM hardtop permitted.~~

BMW Z3 2.8L (97-00): ~~OEM hardtop allowed.~~

BMW Z4 (03-05): ~~OEM hardtop permitted.~~

Honda S2000 (00-03): ~~OEM hardtop allowed.~~

Honda S2000 (04-09): ~~OEM hardtop allowed.~~

Mazda MX-5 / Miata 1.6L (-1993): ~~OEM hardtop allowed.~~

Mazda MX-5 / Miata 1.8L (90-97): ~~OEM hardtop allowed.~~

Mazda MX-5 / Miata (94-97): ~~OEM hardtop allowed.~~

Mazda MX-5 / Miata (99-02): ~~OEM hardtop allowed.~~

Mazda MX-5 (06-14): ~~OEM hardtop allowed.~~

Mazda MX-5 (16-18): ~~OEM hardtop allowed.~~

Pontiac Solstice (06-09): ~~GM part #PCS-0664 hardtop allowed.~~

Saturn Sky (07-09): ~~GM part #PCS-0664 hardtop allowed.~~

Spec Miata

None.

Strategic Planning

None.

Super Production

None.

Super Touring

STU

1. #25790 (Luis Rivera) Request to Use Japanese Mazda 13b Intake Manifold

In GCR section 9.1.4.1 Table B, add to notes as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
Mazda 13B	NA	2300	Street porting allowed, contact SCCA Technical Services for details. <i>Stock</i> Fuel injection or 1 Auto-type 2 barrel carburetor with 42mm chokes on a “dual-y” manifold. <i>May use ELITE ROTARY SHOP FD V2.0 INTAKE</i>
Mazda 13B Bridge Port	NA	2600	Stock intake manifold & throttle body required, or automotive 2 barrel carb with 44 mm chokes. <i>May use ELITE ROTARY SHOP FD V2.0 INTAKE</i>

2. #26352 (John Weisb) Request Alternate Intake for Mazda MZR In a Rear Wheel Drive App.

In GCR section 9.1.4.1, Table A, Mazda MZR (LF, L3, L5), add to notes as follows:

"May use Goodwin Part # 61-2510 Intake manifold. Must use stock throttle body or Acura part number 16400-PND-A17."

3. #26424 (Super Touring Committee) E&O Suspension

In GCR section 9.1.4.1.E, remove wording as follows:

~~"7. Alternate suspension components including spindle, knuckle, hubs, etc. sourced from the same manufacture are permitted."~~

In GCR section 9.1.4.1.D, add wording as follows:

"7. Alternate suspension components including spindle, knuckle, hubs, etc. sourced from the same manufacture are permitted."

4. #26530 (Super Touring Committee) Revisit B20 VTEC

In STU, GCR section 9.1.4.1 Table B, classify the Honda/Acura B20 as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>Honda/Acura B20</i>	<i>1973</i>	<i>Chart</i>	<i>May use Cylinder Head and Intake Manifold from VTEC B16 or B18 engine. Manifold must be from same as the Cylinder Head, i.e. B16 Intake with B16 Head.</i>

5. #26564 (Super Touring Committee) Move Flared Fenders to STU Advanced Aero

In GCR section 9.1.4.C.10, remove as follows:

~~"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."~~

In GCR section 9.1.4.1.A.3, add as follows:

"d. 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."

6. #26606 (Super Touring Committee) TCA Civic Si E&O

In GCR section 9.1.4.1, Table B, Honda Civic Si TCA (2017-), add to notes as follows:

"37mm TIR required as of 6-1-19."

7. #26620 (Super Touring Committee) S54 Spec line

In GCR section 9.1.4.1 Table B, BMW E46 S54 OEM, make changes to the spec line as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
BMW E46 S54 <i>B32</i> OEM	3246	3300	<i>Cannot use Super Touring engine allowances and must be OEM as delivered for sale in the U.S., including stock intake plenum, and camshafts. Engine cylinders may be over bored 1mm. Compression may increase .5. No porting allowed.</i>

T1

1. #26315 (Mark Kibort) Request to classify the Porsche 928GTS/S4 in Touring 1
In T1, classify the Porsche 928 S4/ Porsche 928 GTS-R, as follows:

T1	Maximum Displ.	Min. Weight	Required Restrictor	Engine Notes	Chassis Notes
<i>Porsche 928 S4/ Porsche 928 GTS-R</i>	<i>5400</i>	<i>3500</i>	<i>60mm flat plate restrictor</i>		<i>Must conform to VTS Porsche 928, Rev 1, 3/4/2019. Competitor must have the VTS in their possession. Must use DOT tires. No other allowances beyond those described in the VTS allowed.</i>

T2

1. #26533 (Preston Calvert) Request for Removal of Rear Anti-roll Bar in T2 Mustang GT
In GCR section 9.1.9.2.D.5.b.1, make changes as follows:

~~"Springs and anti-roll bar(s), shall remain as manufactured unless an alternate is listed on the vehicle specification line."~~ *Anti-Roll bars may be removed or disconnected*

T3

1. #25195 (Christopher Childs) Request to allow E36 M3 in T3 prepared to BMWCCA I sport
In T3, classify the BMW E36 M3 (96-00), BMWCCA I Sport, as follows:

T3	Bore x Stroke(mm)/ Disp. (cc)	Wheel- base (mm)	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>BMW E36 M3 (96-00), BMWCCA I Sport</i>	<i>86.4 X 89.6, 3152</i>	<i>2700</i>	<i>18 x 8.5</i>	<i>245</i>	<i>4.20, 2.49, 1.66, 1.25, 1.00</i>	<i>3.64</i>	<i>(F) 315 (R) 312</i>	<i>3100</i>	<i>Must be compliant to BMWCCA I sport rules, July 2018</i>

T4

1. #25096 (Raymond Blethen) Request to classify 2000 - 2001 BMW 323
In T4, classify the BMW 323 (98-00), as follows:

	Bore x	Wheel- base (mm)	Wheel Size(in.)/ Mat'l	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>BMW 323 (98- 00)</i>	<i>84.1 x 75.0 2494</i>	<i>2700</i>	<i>17 x 8.0</i>	<i>225</i>	<i>4.23, 2.52, 1.66, 1.22, 1.00</i>	<i>2.93</i>	<i>(F) 286 (R) 276</i>	<i>3450</i>	<i>Up to 850lb. springs F/R permitted, 27mm front sway bar, 24mm rear sway bar permitted. 50mm flat plate restrictor required. M52TUB25 engine required</i>

JUDGEMENT OF THE COURT OF APPEALS Scotty B White vs. SOM COA Ref. No. 19-02-SW March 14, 2019

FACTS IN BRIEF

Following the Saturday, February 9, 2019, Group 2 Super Tour race at Circuit of the Americas (COTA), Kevin Coulter, Assistant Chief Steward (ACS), filed a Chief Steward's Action moving Scotty B White, T3 #0, to last finishing position in class for violating the track limits restrictions set forth in the Supplemental Regulations. Based on his interpretation of Supplemental Regulations Track Limits Rule, Mr. White protested the ACS's action, stating he never exceeded the track limits. In addition, he asserted that in the driver's meeting the Race Director stated penalties would only be assessed if a competitive advantage was gained. Mr. White further declared he could not have gained an advantage as he led the race flag-to-flag.

The Stewards of the Meeting (SOM) Bev Heilicher, Laurie Sheppard, Charles Warren, and LisaKay Foyle (Chairman) met to hear and rule on the protest. The SOM reviewed the evidence, heard witnesses, and determined Mr. White violated the track limits rule multiple times, affirming the ACS's decision and disallowing the protest. Mr. White appealed the ruling of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Kish, Pat McCammon, and Michael West (Chairman) met on February 28, 2019, and March 7, 2019, to review, hear, and render a decision on the appeal. Laurie Sheppard was recused as she was an official at the event.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Scotty B White, received February 19, 2019.
2. Official Observer's Report and related documents, received February 19, 2019.
3. Video evidence considered by the SOM, received February 19, 2019.
4. Copy of email from Ken Patterson, Race Director, to Mr. White, received February 21, 2019.

FINDINGS

In his appeal Mr. White stated: "The crux of our protest of the stewards action was that the track limits rule, especially the photos seemed to be clear enough, with our car never being in an offending position based on the photos with a red frown. We had team discussions regarding this rule before the event and we were certain we understood it fully. The car was driven cleanly and accurately for the duration of the race exactly to limits as we thought we understood them."

Mr. White also stated: "The primary reason for our appeal to the COA is the Steward's inescapable 'local familiarity' of COTA's unique SCCA supplemental regulations, preventing them from understanding how they might be confusing to out of area drivers. Once explained it seems obvious but it tricked a first time COTA driver Scotty B White ..."

The COA finds the Supplemental Regulations, Section II, Item D Track Limits provided clear and definitive information on the Track Limits rule, including written statements and visual representations with captions.

In an email to Mr. White, the Race Director provided the following account of his directive at the Drivers' Meeting: Drivers were required to have at least a tire on the first white line from the center of the track. Each competitor would be allowed up to two track limits infractions, but not for any blatant track limit violation for position or advantage.

The COA reviewed video evidence from COTA cameras stationed around the track. It clearly shows Mr. White exceeded the track limits (four wheels outside the track limit white line) multiple times and at more than one turn. The COA also reviewed Mr. White's in-car footage. While his footage was not conclusive, in context with the COTA-supplied video, it affirmed he exceeded the track limits multiple times. Mr. White's assertion that he never exceeded the track limits is not supported by the evidence.

Following an audit of the Observer's Report, case file documents, and official results, the COA determined Saturday's Group 2 Race Director and Operating Steward were not members of a Southwest Division Region. The COA also determined 68% of the penalties assessed for track limits violations were imposed on drivers listing regions of record in the Southwest Division. Additionally, only 19 drivers out of 223 competitors were penalized. Efforts to ensure all competitors clearly understood the track limits restrictions were appropriate.

The SOM ruling was based on clear and convincing evidence, well-reasoned, and within authority as granted in the General Competition Rules (GCR).

DECISION

The COA upholds the SOM decision in its entirety. Mr. White's appeal is well founded, and his appeal fee, less the administrative amount retained by SCCA, will be returned.

RALLYCROSS

RallyCross Board Minutes | March 5, 2019

The RallyCross Board (RXB) met via conference call on March 5th, 2019. Attending were Steve Hyatt, Charles Wright, Kent Hamilton, Chris Regan, Keith Lightfoot and Mark Macoubrie. Also in attendance, Marcus Meredith, Chris Albin, Terri Pulliam 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 7:04 pm CST.

1. Additions or corrections to the agenda: None

2. Chairman's report: (Hyatt): No Report

3. Committee reports:

- RallyCross Safety Committee (Regan)
 - Updates: No incidents reports received. The safety committee is working on updating the Safety Steward questions for the renewal test to keep the test current.
- Rules Committee (Lightfoot)
 - Updates: The Rules committee received a question on what is allowed in prepared for shifters. The rules committee received a question on if longer wheel studs are allowed in prepared. A rules clarification was requested on moving the firewall in modified class. The rules committee is reviewing the rules and will provide a response to the inquiries in the next couple weeks.
- RallySprint Committee (Hyatt)
 - Updates: New England released the RallySprint schedule for 2019. New England will have one RallySprint in July and one in Oct. San Francisco region is planning a RallySprint and has posed a question about the timing of the event at the SCCARallyCross forum. The RXB will provide a response on the forum.
- National Championship Committee (Wright)
 - Update: RXNC-PC meets tomorrow to work on the 2019 Championship and Tour Events. The committee plans to review the supplementary rules and provide updated rules after the meeting.
- Divisional Steward Liaison (Hamilton)
 - DRXS meeting: The Divisional Stewards met Thursday Feb 28th via teleconference. The Stewards discussed keeping the requirement for the Divisional Stewards to approve the sanctions and proposed to keep the requirement in place. Jim Perrin reported on the Waste Management RallySprint event and the future of the event. The RallySprint had 10 cars. The Divisional Stewards also discussed ways to find potential new sites and how to connect with land owners.
- Growth and Development Committee (Macoubrie)
 - Updates: The Growth and Development Committee has been communicating via email. The committee is reviewing a Field Guide put together by Jim Rowland.

The guide is similar to the Solo cookbook in content and is intended to be used as a resource for regional chairs to support development and growth of RallyCross programs. Mark Macoubrie talked to the Trials and Track Night in America organizers looking for ideas on how to grow programs. The information was shared with the committee for review. The committee will be meeting next week to discuss path forward and items to work on. The RXB discussed potential initiatives including webinars/training for regional chairs, easy guide to class allowances and updating the scca.com RallyCross information.

1. New business:

- Several New regions are looking at starting programs in 2019. The RXB is working with the growth and development committee and Divisional Stewards to provide resources to the new regions.
 - Update SCCA.com RallyCross Information (Macoubrie) The RXB discussed updating the content on the scca.com RallyCross page. The RXB will provide feedback to the growth and development committee.
 - RX Media Coverage (Harmer) The RXB and National Office thank Greggar for all coverage support of RallyCross over the last couple years. The National Office is in the process of finding a replacement.
- RX Rules and matching the rules with the process (Harmer)
 - The RXB and National are current working to align the current rules set and the new sanction process.
- Training Video/Webinar (Macoubrie) The RXB discussed the value of having training videos and webinars as support for regional chairs. The Growth and Development committee will review the potential of creating new content for regional chairs.

4. Motion to adjourn: 8:25 pm CST

5. Next RXB Meeting April 2, 2019.

ROAD RALLY

SCCA Road Rally Board Meeting Thursday, February 21, 2019

Those present: Jim Crittenden, Peter Schneider, Mike Bennett, Clyde Heckler, Wendy Harrison, Earl Hurlbut (BOD liaison), Mike Thompson (NEC Chairman), Jeanne English (secretary). Not present: BOD liaison Jeff Zurschmeide, Brian Harmer from the National office

The RRB met via conference call. Chairman Jim Crittenden call the meeting to order at 7:30 pm CST

- Jim wanted to Introduce our new BOD liaison Jeff Zurschmeide, replacing Bob Dowie, but he wasn't here
- Approval of minutes – December stand as posted, January stand as posted
- Road Rally Media
 - a. Planning calendar - last published February 13, 2019. Thank you Jeanne. Texas Sweetheart is divisional; Jeanne has a number of changes, and will publish a new calendar very soon.
 - b. RReNewsletter – Text “roadrally” to 22828 to subscribe. Thank you Cheryl.
- SCCA Staff Report - status of Championship certificates – Brian is in the process of printing 2nd thru 10th place certificates; 1st place awards have already been mailed.
- NEC report – Mike nothing new about the postponed rallies in AZ; nothing yet on the definition of Blinker, nothing about GPS (not enough information yet).
- Old Business
 - a. USRRC status – Detroit Region said no for this year, but might do it next year with a minimum of two events.
 - b. Jim – talked about deploying the Richta GPS checkpoint system, the rallymaster app is available now, the competitor app this weekend, the Apple contestant version next month (currently there is no rallymaster app for Apple, it will depend upon interest); 8 people have contacted Rich about setting up an event, the soonest is Jim's April rally. Jim also talked about co-hosting with new Regions, he talked to Monte Saager in Portland; and to Chicago region about teaming up with Dennis Dorner from a local club
 - c. Peter – updating the GTA safety steward manual, he reached out to some people including Bruce Gezon, Jonathon Love (Philadelphia), Sasha Lanz (Texas), Christy Graham (Cincinnati); he expects that within 60 to 90 days to have a first pass at it. He will contact Kristen Pool for her list of Regions interested in RoadRally. Peter went to the NeDiv convention, where he gave the social rally presentation and got a list of 26 regions that are interested; Mark E Johnson is working with Chattanooga; New York is already in progress; he wants the divisional stewards to be involved.
 - d. Wendy – training videos – talked to Mark E Johnson at the convention; she will reach out to him. PowerPoint presentation is on the main download section on the website. She asked about the status of the taped presentations, nothing to report on that.
 - e. Mike Bennett will be co-teaching at a RoadRally school on March 23. He and Peter fine tuned the safety steward manual – the new TSD Safety Steward manual is on the SCCA website as well as the knowledge test; Peter sent the test and answers to the Road Rally Safety Steward Instructors. Mike will write the script for safety

steward video, he will talk to Wendy about this, and will email the PowerPoint presentation to her. As mentioned above, he is investigating Detroit Region for possibly presenting the USRRC in 2020.

- f. Clyde – starter materials for new rallymasters, he will update the timeline to reflect the updated RRSS manual, and new sanction and audit forms; will double-check links for duplicates. Peter said the link for the application process is missing; Jim will take care of getting this done.
- g. Any Las Vegas convention issues/items? Peter says we need a better process for filing accident reports, the forms are geared primarily toward accidents on closed courses, maybe there can be a supplemental form for road rally; Earl suggested starting with Brian.
- New Business
 - a. The SCCA online learning tool LMS for online RRSS test will not be ready until at least July -- but we're #1 on the list!
 - b. Howard Duncan sent Jim an email from BOD member Arnie Coleman with a document attached, saying that he would like to see us introduce new type of SCCA event, called a Trek, which is non-competitive, entirely social, basically follow the car in front of you, and ending someplace interesting. More next month. Earl also has information on this which he will send to Jim.

Meeting adjourned at 8:37 pm CST
Next meeting via conference call on March 14.
Respectfully submitted,
Jeanne English,
Secretary

ROAD RALLY

SCCA Road Rally Board Meeting Thursday, March 14, 2019

Those present: Jim Crittenden, Peter Schneider, Mike Bennett, Clyde Heckler, Wendy Harrison, Earl Hurlbut (BOD liaison), Mike Thompson (NEC Co-Chairman), Jim Wakemen, Sr (NEC Co-Chairman), Brian Harmer (National Office), Jeanne English (secretary). Not present: BOD liaison Jeff Zurschmeide.

The RRB met via conference call. Chairman Jim Crittenden call the meeting to order at 7:30 pm CDT

- Approval of minutes – stand as approved
- Road Rally Media
 - a. Planning calendar - last published February 24, 2019. Thank you Jeanne, another one coming soon
 - b. RReNewsletter – Text “roadrally” to 22828 to subscribe. Thank you Cheryl.
- SCCA Staff Report - status of Championship certificates, incident report form: Brian reported that the year-end certificates have been sent out. There is a potential change for FasTrack, with each board having its own FasTrack; John Burchardt will send out template to each board; for now, continue as usual until we hear otherwise. Brian sent to Peter on how to complete incident report forms for RoadRally; Peter will sent these instructions to the two regions that have had incidents to see how it works for them, and then send the instructions to the RRB for final approval, and finally back to Brian.
- NEC report – Mike T talked about the MOWOG rally, it's been checked, only possible issue is the weather, whether the ice and snow has melted. AZ has officially changed their dates to June 21, 22, and 23. Mike urged people to try the Richta GPS rallymaster program. When should GIs be submitted to the NEC? The sanction app says to submit with the application, but some committees are submitting their apps many months early; the NEC says that submitting GIs 60 days ahead works. Jim Heine is still working on revising the RFOs, should be done soon.
- Old Business
 - a. USRRC 2019 status, still no region has stepped forward to host it; at this point it is highly unlikely to occur. We need to start thinking about the 2020 USRRC.
 - b. Jim – the Richta GPS checkpoint system is ready to go for Jim's April 7 rally; the Android GPS apps for rallymaster and competitor have been released; the Apple competitor app is still under development, but is likely to be ready for the April 7 rally, no Apple rallymaster app yet.
Jim is actively working with the Chicago region now, to put on a GTA rally in April with a local club; the sanction app was submitted today.
 - c. Peter – update GTA safety steward manual; he sent it out to certain folks for checking; making minor changes.
Peter hopes to have a list by end of the month, from Kristen Pool, of Regions interested in RoadRally.
 - d. Wendy – training videos: she emailed Mark E Johnson, but has not heard back yet; she asked him to ‘take a look, give us a proposal’; if she doesn't hear back soon she will call him. She has been working with Koray Aya, he needs a safety steward and asked his racing chair Fred Asbury to become one, he agreed; Peter will send outline, downloadable on web, Rich Bireta is the DRRS for the division.

July Indianapolis rallies, July 13/14 – both are Course or Tour, they explore new areas, Saturday ends at a pizza place (provided by committee), Sunday ends close to the airport.

- e. Mike B – the RoadRally school he co-teaches is an annual event. Fine tuning of the TSD safety steward manual is done; Peter is working on the GTA safety steward manual; the test has been updated.
He is writing the for safety steward video starting with notes from the convention, and will modify as Mark E Johnson requests.
Might Detroit Region possibly host the USRRC 2020?
- f. Clyde – starter materials for new rallymasters: the updated safety steward precheck form is now on the SCCA website. He is finalizing the timelines and getting comments on the two-page generals, to be reviewed before the next meeting

- New Business

- a. Rick Beattie is writing an article for *SportsCar* about regional RoadRally development; it is important to get the word out to all regions considering putting on a rally that there are more resources available and the RRB is ready to help. Jim W suggested an article about the new GPS timing methods coming, wherein regions don't have to buy clocks and timing equipment.
- b. Peter – got an invitation to play with the LMS learning tool.
- c. New type of event – Trek: BOD member Arnie Coleman proposed an idea that we create a new type of SCCA event called Trek. Jim said he thought it was good idea and was in favor of it, and that Arnie's draft rules were a good start; all in favor? Wendy – yes, might it be possible to do one of these this year in place of USRRC? Peter – yes, designed to start at a car dealership or other gathering place, then go to a restaurant or other destination with minimal route instructions. Wendy – good as an introduction, can go to multiple destinations (lunch, then somewhere, then finish), it's an opportunity to see some cool stuff, drive on some great roads, and see scenery. Jeanne – sure, it will get people out in their cars. Mike B – in favor overall. Clyde - in favor, he discussed the issue with Jon Lamkins who has done several GTAs for New England Region; Jon was in favor of the proposal; Clyde had thought about a lighthouse tour ending at a transportation museum. Peter – in favor, does them in Australia, where they are many days of long, easy driving; he also does Porsche Club Treks; in both cases the entry fee includes food. Mike T – in favor; a couple of clubs in La Crosse are doing them as purely social, destination events. Jim W – treks are fine; he did one with Peter in 4-wheel drive vehicles, great social event. Brian – really likes the idea; a Supra group does Tail of the Dragon. Peter asked if would National would be interested in hosting an event? Brian will talk to Howard. Jim said that Treks are, by definition, non competitive, with no performance-based awards, we want to be covered by insurance, so sanction apps will be required, and all must sign the waiver; he suggested a sanction fee of \$4 per car per day, no maximum; the Trek can be any distance, long or short; this is a new kind of event. Entry fees will depend upon type of event, and what is included. ***Motion: That the RRB propose to National a new type of event called Trek; we will write up rules, starting with Arnie Coleman's rules; it will include sanction and insurance; all must sign the waiver; \$4 per car audit fee. Jim/Wendy/pass unanimously.***
Peter then suggested that the first event be hosted in Topeka, to go from Topeka to Dodge City, to Wichita, then back to Topeka. He

also suggested a Trek before the next SCCA convention, to go from Las Vegas to Oatman and King City and back. Jim asked about the number of people per car – two or more like our rallies, or maybe only one? Wendy thought that one person might be OK, and Mike B said that requiring two people per car could reduce participation; Clyde asked if there needs to be a second person if there are route instructions to which Peter responded that the instructions will be extremely simple; Jim said that RIs are if you get lost, that primary course-following is 'follow the leader'; Peter said that giving them a GPS location is good. Jim W suggested calling them directions, instead of route instructions. There will be no consumption of alcohol during a Trek. Peter and Jim W will work on the rules for next month. Summary: the RRB is in favor of this, we need rules, non-competitive, sanction app, all sign waiver, no alcohol; not decided about minimum of 2 people per car; we will give Howard summary just iterated. Clyde suggested that we not add sections to RRRs, but rather put in something like 'find info about Treks at ...'. Brian reported that he already heard from Howard that it is OK for SCCA to host a Trek.

Meeting adjourned at 9:00 pm CDT
Next meeting via conference call on April 11.
Respectfully submitted,
Jeanne English,
Secretary

TIME TRIALS

Updates and information about Time Trials can be found at TimeTrials.SCCA.com

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:

AUTOCROSS

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>

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>

TIME TRIALS

TIME TRIALS INFORMATION

TimeTrials.SCCA.com

SCCA NATIONAL CONVENTION

Event page:

<https://www.scca.com/events/1983542-2017-scca-national-convention>

EVENT CALENDAR:

SCCA Events:

<http://www.scca.com/events/>

SOLO EVENTS BOARD

SOLO EVENTS BOARD | March 27th

The Solo Events Board met by conference call March 27th. Attending were SEB members Brian Conners, Mike Brausen, Bob Davis, Zack Barnes, Keith Brown, Mark Scroggs, and Marshall Grice; Charlie Davis, Jason Isley, and Chris Albin of the BOD; Doug Gill and Howard Duncan 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

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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.

Prepared Category

#24975 Clarify NOC listings

The PAC and SEB recommend the following changes to Appendix A.

Appendix A, D-Prepared

Alfa Romeo:

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

BMW:

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

Volvo:

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

Appendix A, E-Prepared

Toyota

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

Subaru

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

Member Advisories

Street Category

#26458 rule clarification.

Per the SAC, re-flashing the transmission controller is not permitted by any allowance in the Street category.

Street Touring Category

#26525 1989-90 Mazda RX7 GTUs classification

Thank you for your input. The '88 Mazda RX-7 GTU is classed in STR due to its clutch-type limited slip differential, while the '89 and '90 cars are classed in STS with their viscous differentials. The STAC feels these cars are appropriately classed.

#26565 Legality for Removal of Seat Belt Tensioner Shroud / Hardware

Removal, modification, or relocation of the seat belt pre-tensioner and plastic cover in the ND Miata is not permitted per the current rules. The STAC would like to point out that removal of interior pieces to fit aftermarket seats is not allowed.

Street Modified Category

#25797 6 PT Roll Cage and Interior Removal

Per the SMAC, interior trim such as pillar trim and headliners, or door sills may not be removed in SM. Allowances provided in 16.1.O and in 15.J are considered sufficient for installing 6-point cages per the GCR. Rear doors may not be treated as front doors.

Modified Category

#26153 Is My Exocet Knock-Off Allowed at Solo Nationals

Thank you for your inquiry. The current kit car eligibility requirements (see 18.1.A.1) do not permit replicas of recognized kit models. The only clones or replicas which are eligible for DM and EM are those based on recognized production cars (see 18.1.A.2).

Regarding the roll structure, the MAC is not comfortable with approving a variation from Appendix C.

Change Proposals

Street Category

#26588 Please include GT3 (996 & 997 chassis, all) in SS

The SAC would like member feedback on the following classing change proposal (effective date 1/1/2020):

Update the following listing in SS:

Porsche

911 GT3/**GT3 RS** (996 & 997 chassis, **excl. 4.0**)

Street Touring Category

#26061 Allow brake ducts to be oriented to direct air to the rotor

The STAC is soliciting member feedback on a re-write of the brake duct rules for the ST category (effective date 1/1/2020). Current rules don't allow many vehicles to implement brake ducts that are rules compliant. The proposed wording adds allowances for modifications to plastic fender liners/undertrays/etc. in order to route ducting from the front of the car to the brakes. There is also an update to 14.2.E to remove "brake duct" from the list.

Replace the current 14.6.C as as follows:

~~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:~~

C. Air ducts may be fitted to the brakes provided the air directed to the brake rotor originates forward of the wheel well. Modifications to fender liners, undertrays, and splash guards for routing of ducts is permitted. No new holes may be made in the bumper cover. Backing plates and dust shields may be substituted, modified, or removed. Deflectors that mount to components within the wheel well and serve to direct air towards the rotors are permitted. Modifications for brake ducting may serve no other purpose.

Revise 14.2.E as follows:

E. Fenders may not be cut or flared but the inside lip may be rolled to gain additional tire clearance. (The outer fender contour may not be changed.) Plastic and rubber wheel well splash shields may be modified for tire clearance and to accommodate a rolled inside fender lip. The modifications may serve no other purpose (e.g., air intake, ~~brake ducts~~, etc). No other changes to the standard fenders or wheel wells are permitted.

#26206 Clarification request for Mustang listing in STU

The STAC is seeking member feedback on a revision to the Mustang listings in STU (effective date 1/1/2020). The purpose of this revision is to clarify the listing so that the membership can more easily determine their vehicle classing.

Modify Appendix A as follows:

STU

Ford

~~Mustang (N/A)~~

~~Mustang GT, V6, and ecoboost (2.3T) (2015-2017)~~

~~Mustang (all except Cobra R) (1979-1993)~~

~~Mustang (all except Cobra) (1994-2004)~~

~~Mustang GT (excludes Shelby versions and Boss 302) (2005-2014)~~

~~Mustang GT (excludes Shelby versions) (2015-2018)~~

~~Mustang V6 (All)~~

~~Mustang Ecoboost (2.3T) (2015-2018)~~

Street Prepared Category

#26555 Miata Extended Lower Ball Joints

The SPAC is requesting member feedback on the following allowance change proposal:

15.8.H Camber kits, also known as camber compensators, may be installed. These kits consist of either adjustable length arms, ~~or~~ arm mounts, ~~or ball joints~~ that provide a lateral adjustment to the effective length of a control arm. Alignment outside the factory specifications is allowed. Caster changes resulting from the use of camber kits are permitted.

Not Recommended

Street Category

#26478 Proposal: C7 Corvette Grand Sport to A-street

Thank you for your input. The SAC believes this car is appropriately classed at this time given the current popularity of AS, but will continue to monitor the competitive balance of the class for future changes.

#26524 Clarification on radiators for street class

Thank you for your input. As per section 13 of the Solo rule book, alternate parts must not provide any performance benefit. The SAC believes that aftermarket radiators that offer potential cooling enhancements could benefit performance and are not allowed.

#26548 Infiniti G35 (sedan and coupe) DS to GS

Thank you for your input. The SAC feels the G35 is appropriately classed at this time.

#26554 Clarification on GM Performance Air Intake

Thank you for your input. The SAC feels that this dealer installed option is not in the spirit of the Street category.

#26587 +- 2

Thank you for your input. The SAC believes the wheel allowance is sufficient at this time.

Street Touring Category

#26534 Continental ExtremeContact Sport as Street and ST spec tire

Thank you for your input. The STAC and SEB do not believe mandating a spec tire would be in the best interests of the ST category.

Street Prepared Category

#21202 Traction Control

Thank you for your input. The SPAC does not believe that this change would be in the best interests of the category.

#24599 Street Prepared Sunroof Removal proposal

Thank you for your input. The SPAC does not believe that this modification is in the best interests of the category.

#26031 Four cylinder z3 to DSP

Thank you for your input. The SPAC does not think that creating a cross platform update/backdate vehicle is in the best interests of the category.

#26546 coolant reroute allowance

Thank you for your input. The SPAC does not believe allowing for cooling system modifications of this level are in the best interests of the category.

Street Modified Category

#26277 NVH foam/padding NOT visible from interior/exterior

Thank you for your input. The SMAC believes the removal of NVH foam/padding in any location is not consistent with the core modifications of the Street Modified category.

#26457 Create a Street Modified class for bigger, CAM type cars

Thank you for your input. The SMAC does not believe combining the provisional class rules of CAM with SM is appropriate at this time. As CAM is a provisional class without an Advisory Committee, please direct your member input to Howard Duncan, Doug Gill, or Raleigh Boreen.

Modified Category

#25925 Proposal #23570 Front aero

The MAC does not believe it is in the best interests of the category to significantly expand the aero allowances for DM and EM, for example to match those of XP, at this time.

Other Items Reviewed

Street Category

#26472 AS Mustang Clean Up (Move them all to BS)

Thank you for your input. The Mustang GT with Performance Pack Level 2 is listed in B Street in the official 2019 Solo rule book. The SAC will continue to monitor the competitive balance of BS for future changes.

#26481 05-12 911 request for comment

Thank you for your input.

#26550 25430 comment

Thank you for your input. Please see the withdrawal of item 25430 in the April Fastrack.

Street Prepared Category

#26201 Update on SP light classing

Thank you for your input. The SPAC is continuing to work on the limited prep rule set.

#26571 Response to letter #25346

Thank you for your input. The intent of the change for transverse leaf springs is to address the critical supply issue for aftermarket springs of this type.

#24688 Allow coilover conversion for Corvettes

Thank you for your input. Please see the response to letter 25346 in the March Fastrack, in which the SPAC is requesting member feedback on a proposal which would allow this modification.

Modified Category

#26208 DF Goblin Kit Car

Thank you for your inquiry regarding the eligibility of the Goblin kit car. The requirements for kit car eligibility are documented in Solo Rules section 18.1.A.1.

#26618 Support for adjustable jets on 2-cycle FM cars (Letter 25570)

Thank you for your comments regarding the published proposal.

#26628 #25252 Footplates in B Modified

Thank you for your comments regarding the aero proposal.

Handled Elsewhere

Street Category

#24065 Class McLaren 720s to SSP

Thank you for your input. Please see the response to item #23601 elsewhere herein.

#26338 Disappointed with the recent ruling regarding DSC controller

Please see response to #26256 in the April Fastrack.

#26340 Stop shock allowance rules creep in Street

Please see response to #26256 in the April Fastrack.

#26342 The Slippery Slope of E-Shock Tuning

Please see response to #26256 in the April Fastrack.

#26348 Yet another argument against adaptive damper coding

Please see response to #26256 in the April Fastrack.

#26549 VQ boats to GS

Please see the response to letter #26548 elsewhere herein.

#26577 Regarding 25430, proposal to move E92 M3 ZCP from FS to BS

Please see the response to letter #26550 elsewhere in this Fastrack.

#26625 Change 997 GT3 RS to be included in SS

Please see the response to letter #26588 elsewhere herein.

Street Touring Category

#26314 Commonize or clarify brake duct rules between STU, ESP, and TT

Thank you for your input. Please see the response to letter #26061 elsewhere herein.

#26356 Get rid of lightweight batteries in ST*

Thank you for your input. Please see the response to letter #25271 published in the February Fastrack.

#26357 Lightweight batteries

Thank you for your input. Please see the response to letter #25271 published in the February Fastrack.

#26358 OEM sized and weight batteries please

Thank you for your input. Please see the response to letter #25271 published in the February Fastrack.

Modified Category

#25900 New aero proposal

Thank you for your input. Please see the response to #25925 elsewhere herein.

#25901 New aero proposal

Thank you for your input. Please see the response to #25925 elsewhere herein.

#25902 Dive planes/canards

Thank you for your input. Please see the response to #25925 elsewhere herein.

#26026 DM aero, #23579

Thank you for your input. Please see the response to #25925 elsewhere herein.

Tech Bulletins

Street Category

Errors and Omissions: Correction to DS Listings

Correct the DS listing for the WRX STi as below:

Subaru WRX STi (including Special Edition) (~~2004~~-18)

Street Prepared Category

#23601 Car class - McLaren 720S

Per the SPAC, please add the following listing to Appendix A:

SSP

McLaren

720S

Prepared Category

#26694 Correction to CP appendix A

Errors and Omissions: An editing error allowed a previously withdrawn proposal to be added to the 2019 CP section in Appendix A. The correction is as follows:

~~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.~~

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | April 2, 2019

The Club Racing Board met by teleconference on March 5, 2019. Participating were Peter Keane, Chairman; David Arken, John LaRue, Kevin Fandozzi, Sam Henry, Steve Strickland, Paula Hawthorne, Lansing Stout, Jr. and Shelly Pritchett, secretary. Also participating were: Bob Dowie, Peter Jankovskis and Marcus Merideth, BoD liaisons; Deanna Flanagan, Director of Road Racing; Rick Harris, Club Racing Technical Manager; and Scott Schmidt, Technical Services Assistant. The following decisions were made:

Member Advisory

T3

1. #26736 (TOMAS BALLESTER) Spec Tire Variance

Thank you for your letter. Per SE46 rules, Toyo 235/40-17 RA1 is allowed.

No Action Required

FC

1. #26688 (Christopher Bologna) Request VanDiemen FX with Ford Zetec 2.0

Thank you for your letter. The Club Racing Board cannot provide an opinion on what changes or modifications your car might need to be legal in FC via the Letter Log System. The specific rules with which the car must comply can be found in section 9.1.1.B of the General Competition Rules (GCR), available at <https://www.scca.com/pages/cars-and-rules>. If you need a determination of whether the car or one of its components is in compliance with the rules, you may submit a Compliance Request Form to the Road Racing Department as described in GCR section 8.1.4.

IT General

1. #26610 (PRH stark) Clarification on 9.1.3 D1.A.2

Thank you for your letter. Please see response to letter #26237.

STU

1. #26624 (Kevin Koelemeyer) S54 BMW Engine

Thank you for your letter. The Club Racing Board will continue to monitor class performance.

T1

1. #26665 (Andrew Aquilante) Request to make VTS available online for cars that require them.

Thank you for your letter. The Club Racing Board is considering changes for handling VTS spec sheets.

T3

1. #26654 (Ali Naimi) Not in Favor of SMG in T3

Thank you for your letter. Your input has been logged.

T4

1. #26459 (James Coughlin) Request for data in T4 Class

Thank you for your letter. Data will be collected throughout the season. We will keep an eye on the Civic.

Not Recommended

FA

1. #23725 (Moses Smith) Classify Pro Mazda Tatuus PM-18 in FA class

Thank you for your letter. The CRB does NOT RECOMMEND and is unable to classify the Pro Mazda Tatuus PM-18 in FA due to the absence of engine build, mapping and performance specifications. While the CRB will consider and approve sealed engines for use in SCCA Road Racing, all pertinent build and performance related criteria must be provided for purposes

of approving the classification and ultimately for publication in the GCR so as to permit compliance inspections as may become necessary in the course of competition.

FV

1. #26613 (Alan Varacins) FV Track Loop Hole

Thank you for your letter. The Club Racing Board does not recommend this change. Cars with 4.0" wheels may increase track consistent with the allowances in GCR section 9.1.1.C.3.A. Cars with disc brake kits that were designed without accounting for these allowances and cars with drum brakes that have not utilized the allowances may use spacers to increase track consistent with the dimensions in GCR section 9.1.1.C.2. Please see the response to letter #26674, Technical Bulletin.

P1

1. #26666 (Athar Qureshi) Car classification request by Praga dealer

Thank you for your letter. The Club Racing Board does not recommend classification because the Praga R1 Turbo and Praga R1 Turbo Evo are outside the P1 class philosophy. Please see the response to letter #21457, June 2017 Fastrack Minutes. Competitors may race in the Regional only ASR class.

2. #26710 (Jim Cain) Request to release weight and intake for Staudacher race cars

Thank you for your letter. The Club Racing Board does not recommend this change. The P1 rules permit the Staudacher chassis to run at a lighter weight than all other 1000cc cars, and the required intake restrictor properly compensates for the Staudacher's weight allowance.

GT2

1. #26507 (Oscar Jackson) Request to Classify 718 Cayman GT4 Clubsport in GT2

Thank you for your letter. This car is over the potential abilities for GT2 and should be classified in GTX.

GT3

1. #26261 (Steve Kohli) Request to classify the 2014 WC Honda Accord

Thank you for your letter. This car is over the potential abilities for GT3. It is recommended that Touring Committee review to be placed in T1.

FP

1. #26642 (Jack Banha) FP VW Rabbit/Convertible 1.6L Prep Level 1

Thank you for your letter. The request to allow a 1.8L head onto the VW 1.6L in FP is not recommended. The car is competitive with the complete 1.6L engine, and parts appear to be available.

HP

1. #26646 (Gary David) 1098 Spridget in HP

Thank you for your letter. This change is not recommended at this time. Examples of the 1098cc full-prep engine have been ran in HP in recent years, and have been competitive when ran. However, additional data points are always welcomed, so the letter writer is encouraged to also run and provide more examples of this engine in competition.

Prod General

1. #26649 (James Bell) Allow Replacement of Rear Window Glass in Closed Cars

Thank you for your letter. Per rule 9.1.5.E.9.a.8.C, closed top cars are already allowed to replace their rear glass with polycarbonate material: "Rear, door, vent, and quarter window glass can be replaced with a clear polycarbonate material having a minimum thickness of 3mm." Allowance of any holes in the rear window is still not recommended.

STU

1. #26454 (Tim Myers) Request to Classify BMW 235iR in STU

Thank you for your letter. The Club Racing Board will consider classification of the 235/240iR

pending approval of rules changes for 2020.

2. #26473 (Travis Washay) Request for update 2015 VW GTI TCA world challenge
Thank you for your letter. Please see response to letter #25487.

3. #26608 (Dennis Troemel) Request to Classify Subaru Turbo
Thank you for your letter. The club racing board does not recommend. Competitor may choose a turbo from the approved list per 9.1.4.1 H.5.

4. #26641 (Patrick Waligore) Oil Pan Protective Skid Plate Allowance
Thank you for your letter. The Club Racing Board does not recommend. Competitor may modify pan to add ground clearance.

5. #26650 (Raymond Philibert) Mazda 13B Injection Throttle Body
Thank you for your letter. The Club Racing Board does not recommend non OE fuel injection.

T2

1. #26378 (Michael Pettiford) Request to please review data on T2 Solstice GXP
Thank you for your letter. Please continue to bring the car out for more data.

2. #26527 (Michael Pettiford) Solstice GXP T2 Parody
Thank you for your letter. Please continue to bring the car out for more data.

3. #26632 (Matt Jensen) Porsche 996/997/997.2 Trailing Arm Allowance
Thank you for your letter. This is not recommended at this time.

T4

1. #25796 (Lansing Stout) T4 Open Shocks to Single Adjustable?
Thank you for your letter. Membership feedback did not decisively support this philosophical change.

2. #26657 (chi ho) Request for BMW 320i Parts
Thank you for your letter. Please compete with the car this season. Rules changes for 2020 can be considered with data.

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.

NONE.

Taken Care Of **GCR**

1. #26374 (Kevin Coulter) Opposition to letter #26051
Thank you for your letter. Your response has been logged.

2. #26381 (Tom Fuehrer) Opposes Changes to Runoffs Invitations (3.7.4.A.1.a)
Thank you for your letter. Your response has been logged.

3. #26383 (Andrew Jenkins) Oppose Change #26051 Runoffs Invitation
Thank you for your letter. Your response has been logged.

4. #26405 (Jeff Kulawinski) Opposes Runoffs Invitations Change in Feb Fastrack
Thank you for your letter. Your response has been logged.

5. #26406 (Tracey Gauper) Opposes Runoffs Invitations Change in Feb Fastrack
Thank you for your letter. Your response has been logged.
6. #26408 (Anthony Jorgensen) Opposes pro drivers/runoffs
Thank you for your letter. Your response has been logged.
7. #26409 (Lon hake) Opposes allowing pro drivers to compete at the Runoffs
Thank you for your letter. Your response has been logged.
8. #26410 (Edward Cheek) Opposes Runoff Invitation Changes (Feb. Fastrack)
Thank you for your letter. Your response has been logged.
9. #26412 (Mark Utecht) Opposes Runoffs Invitations Change in Feb Fastrack
Thank you for your letter. Your response has been logged.
10. #26416 (Scott Meland) Opposes Runoffs Pro Qualification
Thank you for your letter. Your response has been logged.
11. #26419 (Pamela Kewley) Opposes Runoffs Invitations Change in Feb Fastrack
Thank you for your letter. Your response has been logged.
12. #26420 (Tobin Schuster) Opposes Runoffs Invitations Change in Feb Fastrack
Thank you for your letter. Your response has been logged.
13. #26452 (Rick Bentson) Suggestion for 26051 (John LaRue) Runoffs Invitations 3.7.4.A.1.a
Thank you for your letter. Your response has been logged
14. #26453 (Rick Bentson) Proposal #26051 (John LaRue) Runoffs Invitations 3.7.4.A.1.a
Thank you for your letter. Your response has been logged
15. #26460 (Karen Abrahamson) Opposes Runoffs invitation # 26051 John La Rue 3.7.4.A.1.a
Thank you for your letter. Your response has been logged
16. #26474 (Christopher Buccola) Opposition to #26051 - Runoffs Invitations 3.7.4.A.1.a
Thank you for your letter. Your response has been logged

GTL

1. #26083 (Tim Linerud) Fun Beetle
Thank you for your letter. Your response has been logged.
2. #26084 (Joe Harlan) Response to 25986 VW Fun Cup
Thank you for your letter. Your response has been logged.
3. #26087 (Roy Lopshire) Opposes VW FUN CUP in GTL
Thank you for your letter. Your response has been logged.
4. #26091 (Kenneth Gassin) RE: 25986 VW Funcup
Thank you for your letter. Your response has been logged.
5. #26095 (William Ball) Request to look at #25986
Thank you for your letter. Your response has been logged.
6. #26100 (Jameson Savage) Response to CRB Request #25986
Thank you for your letter. Your response has been logged.

STL

1. #26676 (Tim Auger) Request engine fairness

Thank you for your letter. The Club Racing Board will continue to monitor class performance.

STU

1. #26668 (Dave Mead) Request to remove BMW S54 listing from approval

Thank you for your letter. The Club Racing Board will continue to monitor class performance.

2. #26670 (Luis Rivera) Opposes S54 in STU

Thank you for your letter. The Club Racing Board will continue to monitor class performance.

3. #26675 (John Weisberg) Opposes BMW S54/E46 for STU

Thank you for your letter. The Club Racing Board will continue to monitor class performance.

4. #26677 (Jose De Miguel) Opposes BMW S54 engine

Thank you for your letter. The Club Racing Board will continue to monitor class performance.

5. #26681 (Eric Heinrich) Request to remove S54 spec line from STU

Thank you for your letter. The Club Racing Board will continue to monitor class performance.

6. #26720 (Matt Wolfe) Opposition to recent rule changes and class direction

Thank you for your letter. The Club Racing Board will continue to monitor class performance.

T4

1. #26521 (Chris Shenfield) Permanently Changing an Adjustable Shock to Non-adjustable.

Thank you for your letter. Your opinion has been logged.

2. #26653 (Ali Naimi) In Favor of Adjustable Shocks

Thank you for your letter. Your input has been logged.

What Do You Think

None.

RESUMES

None.

TECH BULLETIN

DATE: April 20, 2019

NUMBER: TB 19-05

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 5/1/2019 unless otherwise noted.

American Sedan

None.

B-Spec

None.

Formula/Sports Racing

FA

1. #26707 (Formula/Sports Racing Committee) Add data plate requirement

In GCR section 9.1.1.A.1, add a new section as follows:

"i. All FA cars competing in Majors Races and the Runoffs must have the AIM part #X47KPFSOLO2R0 data box mount installed on their vehicle to provide the necessary mounting of the AIM Solo or Solo 2 data box. The mounting surface is to be approximately oriented either horizontally or vertically either parallel or perpendicular to the longitudinal axis of the car and must be accessible from the exterior of the car with the driver on board -- it should have a view of the sky, and not be located under carbon fiber or metallic bodywork. Sufficient space should be left between the mounting plate and the surface to which it is attached to permit the use of zip ties/tie straps to restrain the data box to the mounting plate. The purpose of this requirement is to allow the random placement of data boxes on cars in the pre-grid by SCCA assigned personal and the collection of the box when the car exits the race track. Contact AIM and their distributors for direct purchase."

FC

1. #26659 (Formula/Sports Racing Committee) E&O Wiseco piston and Crower connecting rod part numbers

In GCR section 9.1.1.B.15.f.6, make changes as follows:

"Wiseco piston P/N ~~WD-06526~~ **WD07253** as supplied by Quicksilver with rings, pin, Crower connecting rod P/N ~~SP93235B-4~~ **SP 93221** (with bolts), but without bearings: Minimum permitted weight: 976 grams."

FV

1. #26674 (Formula/Sports Racing Committee) E&O Dimensions

In GCR section 9.1.1.C.2, make changes as follows:

"Track, front: Standard VW – maximum 52.5**00**" (~~no spacers allowed~~)

Track, rear: 49.125" minimum, 50.750" maximum (~~no spacers allowed~~)"

P1

1. #26648 (Formula/Sports Racing Committee) Clean up reference to engine table

In GCR section 9.1.8.C.J, change as follows:

"The ~~table~~ (P1 Engine Table) that follows provides general specification of engine types, displacement limits, intake restrictions, and automobile weights allowed."

2. #26692 (Formula/Sports Racing Committee) Remove redundant spec line

In P1 Engine Table, remove Mazda Renesis Rotary spec line (Spec Line I).

SRF

1. #26629 (Robey Clark) SRF Brakes and Shock Rule Changes

In GCR section 9.1.8.E.1.X.g, make changes as follows:

"Brakes: Hawk Blue 9012 pads P/N 801993 ~~or 801994~~ **must be used. Wilwood V-vented rotor P/N 800065** minimum thickness 13.25mm (0.522 in.); shall be used as delivered **with** no machining of any kind, ~~P/N 800065~~. **Minimum thickness 13.25mm (0.522")**. Rubber caliper bushings may be replaced with bronze bushings P/N 1196185 **or P/N 1196185** ~~(or A or B)~~. Original caliper pistons may be replaced with vented caliper piston P/N 1196184; **no other modification allowed. Wilwood caliper with bracket universal fit P/N 800038 may be used as delivered with no modification of any kind. Wilwood knock back spring (2.63 lbs.) P/N 800045 may be used as delivered with no modification of any kind; maximum of one spring per caliper.**"

In GCR section 9.1.8.E.1.X.h, make changes as follows:

"Shock Absorbers: ~~Standard Koni shock, P/N 82X-2255-SPA1 with standard oil-~~
~~or Penske shock P/N 280396~~ **with spec valving shall be used as a sealed assembly with no modification of any kind. If shock seals are damaged in any way, the shock must be sent to an authorized SCCA Enterprises service center for verification and resealing at the competitor's cost.** The bump rubber provided with the shock shall be used in unmodified, stock condition. No Koni or alternate bump stop is permitted to be used with the Penske shock. Shortening the Penske shock bump rubber is allowed. All shock absorbers must be sealed by Enterprises. Prior to sealing, the shock absorbers will be rebuilt by Enterprises or its authorized rebuilder. **Beginning 05/01/2020, SCCA Enterprises bump rubber P/N 280407 may be used as delivered with no modification of any kind; if used, maximum of one bump rubber per shock.**"

GCR

None.

Grand Touring

GT General

1. #26141 (Michael Major) Request GTX Fuel injection for previous GT-1 tube frame cars

In GTX, GCR section 9.1.2.H.1.3, add throttle body size as follows:

"GTX tube frame cars may install fuel injection system, maximum throttle body size TBD **90mm**."

2. #26535 (Jeffery Smisek) Request to Classify Ligier JS2 R

In GTX, classify the Ligier JS2 R as follows:

GTX- MISC					
Model	Homologation	Model	Restrictor	Weight	Notes
<i>Ligier</i>		<i>JS2 R</i>		<i>2400</i>	

GT2

1. #26106 (Mike McAleenan) Request for e36/e46 bmw 4500 cc v8 at 2950lbs in GT2/ST

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

"The 3.4 liter 6 cyl. (87.0 bore x 93.0 stroke) is permitted at 2575lbs. 4.0L V8 permitted at 2900lbs. 4.5L V8 permitted at 2950lbs. 5.0L V8 permitted at 3000lbs. Flossman body kit permitted as found at <http://www.racingpartsbmw.de/start/eng/start.htm>."

GTL

1. #25986 (Bryan Scheible) Request to Classify VW Fun Cup Beetle

In GTL, classify the Fun Cup Beetle as follows:

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
<i>Fun Cup Beetle</i>	<i>All</i>	<i>2 dr.</i>	<i>RWD</i>	<i>94.5</i>	<i>VW "Fun Cup" Beetle chassis as spec'd in the Fun Cup rule set, must conform to all other safety related rules per GCR or GTCS. Must have rule set in possession at event. See VW engine table for acceptable engines for this chassis.</i>

2. #26572 (Luis Rivera) Request for GTL Mazda 13B SIR Increase with Penalty

In GTL, Mazda 13B, add to the engine spec line notes as follows:

"May use a 25mm SIR plus 175lbs."

Improved Touring

IT General

1. #26237 (PRH Stark) Request clarification on 9.1.3 D1.A.2

In GCR section 9.1.4.D.1 make changes and renumber as follows:

9.3.1.D.1. Reciprocating Engines (only)

~~a.~~ All air entering the intake tract shall pass through the carburetor or fuel injection air inlet (throttle body or bodies). All air must also pass through the stock air metering device, eg MAF, or AFM, etc if so equipped. Air intake source shall be within the confines of the engine compartment or stock location. (previously D.1.a.4)

~~4.~~ a. All air entering the intake tract shall pass through the carburetor or fuel injection air inlet (*throttle body or bodies*). All air must also pass through the stock air metering device, eg MAF, or AFM, etc., if so equipped. Air intake source shall be within the confines of the engine compartment or stock location.

~~3-b.~~ The original, standard intake manifold shall be maintained. No porting or polishing of the manifold is permitted except as allowed by rule ~~D.1.1~~ *these rules*.

c. Carbureted engines

~~a-1.~~ 1. Any carburetor jets, needles, and/or metering rods may be used in the stock or approved optional carburetor(s). Alternate needle valves are permitted. Removable jets may be replaced or resized. The number of carburetors may not be changed from standard. No venturi (including secondary or auxiliary) of any carburetor may be modified in any way.

~~4-2.~~ 2. Certain cars have optional carburetors listed. On these cars, adaptor(s) may be used to mount the optional carburetor(s), provided the adaptor serves no performance function, i.e., plenum chamber, etc.

~~2-3.~~ 3. External throttle linkage to the standard or optional carburetor(s) may be modified or changed. Choke mechanisms, plates, rods, and actuating cables, wires, or hoses may be removed. Method of operating the secondary throttle may not be modified. (previously D.1.a.2)

~~5-4.~~ 4. All single carbureted cars may fit an approved optional carburetor. Approved optional carburetors are:

- 1 Weber 32 DGV/DGAV/DGEV
- 1 Weber 32/36 DGV/DGAV/DGEV
- 1 Weber 32/36 DFV/DFAV/DFEV
- 1 Weber 34 DAT/DATR/DATRA/DMTR

1 Holley-Weber 5200

Weber carburetor(s) with swaged fuel inlet fitting shall be replaced by drilling and tapping the carburetor body for a threaded fitting. Fuel injection manifold(s) shall not be replaced with carburetor manifold(s) from a different model, type, or engine size in order to fit an optional carburetor. All cars equipped with multiple carburetors shall run the original induction system, except for modifications allowed by *the Authorized Modifications* Sections ~~D.1.a.~~, and ~~D.1.a.2.~~, above in these rules.

d. Fuel injected engines

~~6-1.~~ The engine management computer may be altered or replaced. A throttle position sensor and its wiring may be added or replaced. A MAP or MAF sensor and its wiring may be added. Other existing sensors, excluding the stock air metering device, may be substituted for equivalent units.

~~2. External throttle linkage to the standard or optional carburetor(s) may be modified or changed. Choke mechanisms, plates, rods, and actuating cables, wires, or hoses may be removed. Method of operating the secondary throttle may not be modified.~~

2. External throttle linkage may be modified or changed. Electronic control of the throttle is forbidden unless fit as stock. The method of operating any secondary throttle may not be modified. Electronically actuated throttle bodies may not be replaced by mechanical units unless specified on the vehicle's spec line. Requests for alternate throttle bodies will be considered on a case by case basis.

~~6-3.~~ The engine management computer may be altered or replaced. A throttle position sensor and its wiring may be added or replaced. A MAP or MAF sensor and its wiring may be added. Other existing sensors, excluding the stock air metering device, may be substituted for equivalent units.

~~7-4.~~ Wires and connectors in the engine wiring harness may be modified or replaced.

ITR

1. #26096 (Austin Hilliard) Request Reduction of Minimum weight for 2000-2003 Honda S2000 In ITR, Honda S2000 (00-03), change the weight as follows:
"3005 **2895**"

In ITR, Honda S2000 (04-09), change the weight as follows:
"3005 **3025**"

Production EP

1. #26726 (Production Committee) Allow Firewall Modification for Fitment of 13B into RX8 In EP, Mazda RX-8 (04-11) (alternate), add to notes as follows:
"Firewall may be modified as necessary for fitment of 13B into stock chassis engine mount location. Firewall must be sealed in the area of the modification."

Spec Miata None.

Strategic Planning None.

Super Touring ST General

1. #26597 (SCCA Staff) Request Ride Height Clarification

In GCR Appendix K.F.5, add as follows:

"Ride height will be measured *without driver* at the lowest point of the rocker panel, not including the pinch weld."

In GCR section 9.1.4.F.5, add as follows:

"Ride height will be measured *without driver* at the lowest point of the rocker panel, not including the pinch weld."

Touring T1

1. #25841 (Scotty B White) Request to Classify EcoBoost Mustang

In T1, classify the Ford EcoBoost engine as follows:

T1	Maximum Displ.	Min. Weight	Required Restrictor	Engine Notes	Chassis Notes
Ford Mustang/ Thunderbird	<i>3496</i>	<i>3300</i>	<i>(2) 31mm TIR</i>	<i>3.5 GTDi (EcoBoost) OEM turbos required.</i>	<i>Aftermarket K members are permitted. OEM independent rear suspension is permitted.</i>

2. #26265 (James Candelaria) Request Corvette aerodynamic aids

In T1, Chevrolet Corvette Cadillac XLR (04-09), add to notes as follows:

"C5 body only: Corvette OE equivalent aero parts allowed: C7 Carbon C7-CCC5EX-RSP-GB, C7-CCC5-SS-GB, C7-CCC5-FS-GB, +50lbs."

3. #26578 (Colin Cohen) Audi TTRS VTS Documentation Revision

In T1, Audi TTRS (GTS 2011 Spec), make changes to chassis notes as follows:

"Must conform to ~~December 14th, 2011~~ *July 24th, 2015* revision 3 *7* GTS rules."

4. #26599 (SCCA Staff) Request Ride Height Clarification

In GCR section 9.1.9.1.D.5, add as follows:

"Ride height will be measured *without driver* at the lowest point of the rocker panel, not including the pinch weld. Minimum ride height is 3.5 inches."

5. #26719 (Mark Kibort) Opposes Unfair weight and throttle restrictor

In T1, Porsche 928 S4/ Porsche 928 GTS-R, make changes to weight and restrictor as follows:

~~"3500~~ *3200"*

~~"60mm flat plate restrictor"~~

T3

1. #26294 (Touring Committee) T3 Civic Si weight change

In T3, Honda Civic Si (2017-), make changes to the weight in the spec line as follows:

~~"3000~~ *2900"*

2. #26449 (Touring Committee) Class Civic Si 2017+ w/ alternate cage
In T3, classify the Honda Civic Si (2017-) with alternate cage, 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
T3 <i>Honda Civic Si (2017-)</i>	<i>73.0 x 89.5 1498</i>		<i>18 x 8</i>	<i>245</i>	<i>3.64, 2.08, 1.36, 1.02, 0.83, 0.69</i>	<i>4.10</i>	<i>(F) 312 x 25 Vented Disc (R) 282 x 10 Solid Disc</i>	<i>3075</i>	<i>HPD CAT Delete pipe 18150-F23S-A6, HPD Flywheel 22100-F23S-A6, HPD FR HPD 4th Gear Set 23460-F23S-A6, HPD Differential 41100-F23S-A6, HPD Flywheel 22100-F23S-A6, HPD RR Damper Mount 52670-F23S- A6, HPD Spring FR 2.5" 550LB 51401-FC4Y-A6, HPD Spring RR 2.5" 800LB 52441-FC4Y-A6, HPD Adjustable RR Upper Arm 52390-F23S-A6, HPD TCA ABS modulator permitted part #57100-F23S-A6 to disable stability and traction control, 35mm TIR required. 4 piston calipers with separate hat and rotor, PN 45075-F23S-A6 Kit, Brake 4P +100lb. Vehicle with cage built to another series spec that exceeds SCCA Touring cage rules permitted. 8-point roll cage with additional secondary attachment points allowed while pending FIA certification</i>

3. #26695 (Travis Washay) Classify 2014-2017 MK7 Volkswagen GTI for T3
In T3, classify the Volkswagen GTI (14.5-17), as follows:

T3	Bore x	Wheel- base (mm)	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>Volkswagen GTI (14.5- 17)</i>	<i>82.5 x 92.8 1984</i>	<i>2361</i>	<i>18 x 8.5</i>	<i>245</i>	<i>STD: 3.76, 2.08, 1.46, 1.08, 1.09, .97 DSG: 2.92, 1.79, 1.14, .78, .80, .64</i>	<i>manual: 3.42 DSG: 4.77</i>	<i>(F) 312 vented (R) 288 solid</i>	<i>DSG @ 3080 STD @ 3050</i>	<i>Front and rear sway bar max 42mm (body and suspension mounting same as OEM), Any spring up to a maximum spring rate of 800 pounds may be used. Turbo Inlet Restrictor 35 mm. R32 model brake package allowed. Any 4 piston Stoptech brake kit (max 355mm) incl. 2-piece rotors allowed (+50lb) ECS street shield ECS- 2986429 allowed</i>

4. #25731 (Derek Zalewski) Request to classify a 2019 Chevrolet Camaro LT-I4 Turbo 1LE
In T3, classify the Chevrolet Camaro LT-I4 Turbo 1LE (2019-) as follows:

T3	Bore x Stroke(mm)/ Disp. (cc)	Wheel- base (mm)	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>Chevrolet Camaro LT-I4 Turbo 1LE (2019-)</i>	<i>86.0 x 86.0 1998</i>	<i>2811</i>	<i>18 x 10</i>	<i>245</i>	<i>4.40, 2.59, 1.80, 1.34, 1.00, .75</i>	<i>3.27</i>	<i>(F) 320 (R) 314</i>	<i>3450</i>	<i>Any swaybar 30mm front, 28mm rear allowed. 36mm TIR required.</i>

TIME TRIALS

Updates and information about Time Trials can be found at TimeTrials.SCCA.com

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:

AUTOCROSS

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>

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>

TIME TRIALS

TIME TRIALS INFORMATION

TimeTrials.SCCA.com

SCCA NATIONAL CONVENTION

Event page:

<https://www.scca.com/events/1983542-2017-scca-national-convention>

EVENT CALENDAR:

SCCA Events:

<http://www.scca.com/events/>