

## CLUB RACING BOARD

DATE: March 20, 2020

NUMBER: TB 20-04

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 4/1/2020. If any day of a race event falls on the first day of the month, the previous month's rules will be in effect for that event only. The new rules will become effective at the conclusion of the race event unless otherwise noted.

**NOTE:** This preliminary version of the Road Racing Technical Bulletin is provided at this time as a service to the membership. These items may be corrected and will not be official until published on the Fastrack page of the [scca.com](http://scca.com) website on or about March 20.

### American Sedan

None.

### B-Spec

None.

### Formula/Sports Racing

#### F

1. #28662 (Formula/Sports Racing Committee) Rain light E&O

In GCR section 9.3.32.B.2, change as follows:

"All Formula (open wheel) and Sports Racing cars shall be equipped with a red taillight of at least the equivalent illumination power of a 15-watt bulb. This light shall be mounted ~~as high as possible~~ on the centerline of the car. Light assemblies shall be considered one light for the purposes of this rule, irrespective of the number of individual lamps the assembly may contain."

#### FA

1. #28162 (JEREMY HILL) Request higher compression ratio and prior weights for F1000 cars

In FA Table 2, Formula 1000 spec line, change as follows:

"Motorcycle-based 4-cycle up to 1000cc, maximum compression ratio ~~13.5:1~~ **14.5:1**; otherwise, current FA engine rules apply."

2. #28554 (Formula/Sports Racing Committee) Remove redundant wheel dimension provisions

In FA, GCR section 9.1.1.A.1.h, make changes as follows:

"The minimum wheel diameter is thirteen (13) inches. ~~Ex FSV cars are permitted front wheel width: minimum six (6) inches, maximum eight (8) inches; rear wheel width: minimum eight (8) inches, maximum ten (10) inches. All other cars~~ Front wheel width: ten (10) inches; rear wheel width: minimum fourteen (14) inches, maximum fifteen (15) inches."

3. #28596 (Formula/Sports Racing Committee) E&O Formula 3 spec line

In FA Table 2, Formula 3 car spec line, change as follows:

"Formula 3-car"

"All FIA compliant engines years 1997 to ~~2008~~ **2017**. Engines must be run per FIA spec. with 30mm required restrictor."

#### FF

1. #28204 (Joe Fisher) E&O FF Kent Engine alternator language

In GCR section 9.1.1.B.12.r, change as follows:

"Generators/Alternators: ~~not required~~ **optional**."

#### FX

1. #28057 (Mark Green) Request to classify FSV in FX

In FX, GCR section 9.1.1.J.B, add the following:

*"5. Ex-Pro Formula Super Vee - Shall comply with notes in Table 1."*

In FX Table 1, classify the Ex-Pro Formula Super Vee as follows:

Table 1						
Car	Engine	Wheel Width (in) ± .060	Aero	Transmission	Weight	Notes
<i>Ex-Pro Formula Super Vee</i>	<i>1600cc VW non-crossflow head or 1835cc VW</i>	<i>(F) 6 Min. (R) 8 Min.</i>	<i>See notes</i>	<i>Up to 5 forward gears, limited slip and locked differential allowed</i>	<i>1190</i>	<i>Car must be prepared to original professional racing rules. Engine must comply with GT engine preparation rules; no changes in bore and stroke. May use either Weber-type side draft carburetors with no restrictor or fuel injection with 37mm restrictor located between cylinder head and butterflies.</i>

In FA Table 2, remove Ex-Pro Formula Super Vee spec line in its entirety.

## PX

1. #28404 (Formula/Sports Racing Committee) Classify approved cars in Table 1

In PX, GCR section 9.1.8.I.B, add the following:

*"12. Vehicles listed in Table 1 below."*

In PX, GCR section 9.1.8.I, classify approved cars as follows:

Table 1					
Marque	Model	Engine	Restrictor	Min Weight (lbs)	Notes
<i>Radical</i>	<i>SR8</i>	<i>RPE 2.7L V8</i>	<i>NA</i>	<i>1775</i>	
<i>Radical</i>	<i>RXC Spyder</i>	<i>Ford Ecoboost 3.5L V6 Turbo / RPE 2.7L V8</i>	<i>NA</i>	<i>2400</i>	
<i>Radical</i>	<i>RXC 600R</i>	<i>Ford Ecoboost 3.5L V6 Turbo</i>	<i>NA</i>	<i>2675</i>	

## GCR

### GCR

1. #28386 (Jim Rogaski) Change Required Stewards Rule to Reflect Alternate SOM Model

In GCR, change 5.1.1. as follows:

"At a minimum, there shall be a Race Director or Chief Steward, an ACS – Safety, and at least 2 SOM (including a Chairman and one other licensed steward in addition to any Stewards-in-Training *unless the Alternate SOM Model (5.12.1.C.) is used*)."

2. #28470 (SCCA Staff) Request to clarify 9.3.32 Lights

In GCR section 9.3.32. Lights, change as follows:

1. "Non-Formula and Sports Racing cars shall utilize *the original equipment* red tail lights, *or* the rain light described in 9.3.32.B.2, or both."
3. "*Original equipment tail light assemblies may be used.* Light assemblies may perform both rain and brake light functions provided they have two distinct illumination levels. Lights that function as strobe lights are not permitted except in Formula and Sports Racer classes. The taillight may strobe when directed to be used as a rain light."

3. #28471 (SCCA Staff) Request to clarify SA SA2010/SAH2010 expiration date

In GCR section 9.3.19.C.3.2, add wording as follows:

"Crash helmets approved by the Snell Foundation with Snell sticker 2010 or later Special Application SA2010/SAH2010, or SA2015/SAH2015, or by the SFI with a SFI Sticker SFI 31.1, or by the FIA standard 8860-2004 or later, or British Standards Institute BS6658-85 type A/FR. Each driver's helmet shall be labeled with a minimum of the driver's name.

*Crash helmets with SA2010/SAH2010 certification will remain valid until December 31, 2021."*

4. #28478 (SCCA Staff) Request to add SFI Spec 3.4 Advanced Drivers Suits

In GCR, section 9.3.19.C.1. change as follows:

The following required equipment shall be in good condition and free of defects, holes, cracks, frays, etc.

"Driving suits that effectively cover the body from the neck to the ankles and wrists. One piece suits are highly recommended. All suits shall bear an SFI 3.2A/1, *SFI 3.4* or higher certification label or FIA 1986 Standard or FIA Standard 8856-2000 homologation label."

5. #28597 (SCCA Staff) Update Section 3 errors and omissions

In GCR section 3, make changes as follows:

"3. EVENTS

3.1. TYPES OF SCCA RACE EVENTS

The SCCA sanctions various types of race events conducted in compliance with the GCR. SCCA race events are classified by the persons eligible to participate, the categories of cars eligible to compete, defined organizational requirements, and the awards offered.

3.1.1. U.S. Majors Tour Races

U.S. Majors Tour races are high-profile events for drivers seeking an elevated level of competition. The Head of Road Racing oversees and is responsible for the U.S. Majors Tour; events are operated by host Regions, with assistance from the U.S. Majors Tour Staff in some cases. The U.S. Majors Tour is organized as series of events within six geographic units known as Conferences.

A. Types of U.S. Majors Tour Events

1. Conference Events

Points earned in Conference races in Runoffs-eligible classes will count toward Conference Championships (see 3.7.2), and qualification for the National Championship Runoffs (see 3.7.4). They may also count toward Divisional Championships (see 3.7.1).

There may be a non-Runoffs eligible component of an event.

Competitors will find information on the classes eligible and the structure for each event on the SCCA website and in the Supplemental Regulations.

## 2. Super Tour Events

Super Tour Events are specially-designated Conference Events that include additional enhancements. Points earned in Super Tour Events in Runoffs-eligible classes will count toward Conference Championships (see 3.7.2), the Super Tour Championship (see 3.7.3) and qualification for the National Championship Runoffs (see 3.7.4).

## 3. Festival

Entry invitations are limited to the particular class(es) specified in the Supplemental Regulations. Points earned in Festival events do not count toward Conference Championships.

## B. Driver Eligibility

Only drivers who hold an SCCA Full Competition License or an SCCA Pro License are eligible to enter.

## C. Organizing Personnel

1. Head of ~~Club~~ **Road** Racing or their designate - oversees all aspects of the U.S. Majors Tour, including the appointment of personnel.

### 2. Race Director (RD)

a. Appointed by Head of ~~Club~~ **Road** Racing for all Super Tours. Appointed by local Executive Stewards for their respective Conference. Conference RD serves as Asst. RD for Super Tour events within that Conference.

b. The RD works with each Executive Steward and host Region to appoint the balance of the Stewards for each U.S. Majors Tour event.

c. The RD works with the event Stewards to conduct the event.

d. Only the RD in agreement with the Region's representative may modify the Supplemental Regulations, as permitted in 5.12.2, after the Sanction has been issued; he may act on these matters without filing a Request for Action with the SOM.

e. Administrative actions taken by the RD (including modifying the Schedule of Events and race groupings), are non-protestable; actions/penalties imposed by the RD for driving or compliance are protestable.

### 3. Series Administrator (SA)

a. Required for all Super Tours, optional for other Conference events.

b. The SA oversees series organization and administration of the U.S. Majors Tour series events for his Conference.

### 4. Series Chief Technical Inspector (SCTI)

a. Required for all Super Tours, optional for other Conference events.

b. The SCTI works with the CCC and event Technical Staff to provide consistent compliance checking across all the events in his Conference.

## 5. Series Timing Administrator

- a. Required for all Super Tours, optional for other Conference events.
- b. The Series Timing Administrator works with the local Timing team to deliver enhanced timing functionality to events.

## 6. Series Public Relations Representative

- a. Required for all Super Tours, optional for other Conference events.
- b. The Series PR Representative provides communication and public relations support for the event.

## 7. Series Clerk of the Course

- a. May be designated for Super Tours, optional for other Conference events.
- b. The Clerk of the Course is an Operating Steward that works in Race Control with local stewards to provide consistency in race operations.

8. One or more SCCA Regions may organize a U.S. Majors Tour event. The region or group hosting a ~~U.S. Majors Tour~~ *Super Tour* event will enter into a written agreement with the National Office that details the responsibilities of both parties.

## D. Event Format / Schedule

### 1. Conference Events

a. The National Office has developed standard formats for each type of U.S. Majors Tour event. ~~Regions are encouraged to utilize these standard formats to retain program consistency.~~

b. *There shall be a maximum of two (2) races per race weekend.* At least one race for each race group will be a minimum of 45 miles. *The other race of the weekend* Additional races on a weekend shall be a minimum of 20 minutes in length.

#### c. Minimum track time

1. Two-day events shall have a minimum of 35 minutes of non-racing track time available per Majors class entry. *Two qualifying sessions are recommended.*
2. Three-day events shall have a minimum of 65 minutes of non-racing track time available per Majors class entry. *One practice and two qualifying sessions are recommended.*

### 2. Super Tour Events

a. The National Office has developed standard formats for each type of U.S. Majors Tour event, and works with Regions to create a specific schedule, which must be approved by the Head of ~~Club~~ *Road* Racing, who has final authority.

b. *There shall be a maximum of two (2) races per race weekend.* At least one race for each race group will be 35 minutes in length with a maximum of 50 miles (variations may be approved by the head of ~~Club~~ *Road* Racing and published in the supplemental regulations). *The other race of the weekend* Additional races on a weekend shall be a minimum of 25 minutes in length.

c. Minimum track time

1. Two-day events shall have a minimum *of two (2) qualifying sessions totaling at least* ~~of~~ 35 minutes of non-racing track time available per Majors class entry.
2. Three-day events shall have a minimum of *two (2) qualifying sessions totaling at least* ~~of~~ 65 minutes of non-racing track time available per Majors class entry. *One practice and two qualifying sessions are recommended.*
3. The schedule must show start times for all sessions, however, it is understood that actual start times will vary based on on-track situations and forces of nature. Minor running adjustments to the schedule do not require Requests for Action to the SOM.
4. All U.S. Majors Tour events are open to the public. Host Regions and the National Office jointly promote U.S. Majors Tour events.

E. Classes to be included in U.S. Majors Tour events:

1. All Runoffs-eligible classes will be included in Conference and Super Tour events.
2. Run groups comprised of non-Runoffs eligible classes may be included in U.S. Majors Tour Conference events to encourage participation.

F. Additional Majors Requirements:

1. Conference Preferred Numbers will be administered by the National office and shall be honored at all Majors events until 14 days prior to the event. If two drivers holding the same Preferred Number request that number for the same run group, the number will be assigned to the driver with the earliest request.
2. For the purposes of Conference points keeping, timing and scoring shall supply an Orbits database backup file (Orbits 4 preferred) to the SCCA National office (see front of book for email address) within three business days of the event to tabulate series points. Any revisions not included in that file shall be communicated with the submission.
  - a. All drivers listed on the final race results shall be consistent with the numbers included in the event audit.

*b. When non-Runoffs eligible classes are included in Runoffs-eligible groups at Majors Conference events, the non-Runoffs eligible entries are treated as Majors entries and are subject to the same event audit fees and must meet the driver eligibility requirement in GCR 3.1.1.B."*

**Grand Touring**

**GT2**

1. #28280 (R. Paul Evans) Request to revisit Panoz GT-S BoP

In GT2, add to Engines - PANOZ as follows:

GT Engines - PANOZ								
Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (CC)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
TA2 "Choice Engine"							2880	May use the currently classified TA2 "Choice Engine" with any 5 speed "H" shift

							<i>pattern transmission.</i>
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## 2. #28583 (Grand Touring Committee) GT2-ST Corvette LS2 & L76

In GT2-ST, Chevrolet Corvette (-2019), change Spec Line as follows:

GT2-ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
<i>LS2</i>	5967	3000	<del>70</del> 75mm flat plate	GM LS2/ <del>L76</del> . May use the LSX cast iron block with OEM LS2 bore and stroke.

## 3. #28584 (Grand Touring Committee) GT2-ST Corvette L76

In GT2-ST, Chevrolet Corvette (-2019), add to Spec Line as follows:

GT2-ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
<i>L76</i>	<i>5967</i>	<i>3000</i>	<i>70 mm flat plate</i>	<i>GM L76. May use the LSX cast iron block with OEM LS2 bore and stroke.</i>

## Improved Touring

None.

## Legends Car

None.

## Production

### 1. #28498 (Omer Norton) Caterham 7 Spec Line

In EP, modify the "Notes" section of the "Lotus/Caterham 7 America" spec line as follows:

~~"Level 2 suspension preparation. Engine is limited to IT preparation except modifications permitted in sections~~  
9.1.5.E.2.e., *9.1.5.E.2.f, and 9.1.5.E.2.h.* ~~and f.~~ Comp. Ratio limited to 10.0: 1, Valve lift limited to .380"."

Note that the "Level 2 suspension preparation" limitation is already mandated by the fact that this is a "Prep Level 2" classified vehicle. Removal of that wording from the "Notes" section is purely due to redundancy, and not to change the allowed preparation.

## FP

### 1. #28553 (David Montgomery) Request to classify SOHC 1989-90 240SX in F prod L2

In FP, Spec Line, add 1989-90 Nissan 240-SX SOHC:

FP	Prep. Level	Weight (lbs)	Engine Type	Bore x Stroke mm/(in.)	Displ. cc/ (ci) (nominal)	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>Nissan 240-SX / S13</i>	<i>2</i>	<i>2400 * 2460 ** 2520</i>	<i>4 Cyl SOHC (3 valve)</i>	<i>89.0 x 96.0 (3.50x3.78)</i>	<i>2389 (145.7)</i>	<i>Iron</i>	<i>Alum</i>	<i>(I) 34.0 / (1.34) (E) 40.0 / (1.57)</i>	<i>Fuel Injection</i>	<i>2474 (97.4)</i>	<i>1572/1567 (61.9/61.7)</i>

Wheels (max)	Trans. Speeds (max)	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Fuel Injected Equipped Throttle Body Inside Diameter (mm) +/- .25mm	Notes:
15 x 7	5	(F) 252 (9.9) Disc (R) 258 (10.2) Disc		stock throttle body I.D.	Comp. Ratio limited to 11.0:1. Valve lift limited to .450".

### Spec Miata

None.

### Strategic Planning

None.

### Super Production

None.

### Super Touring

#### STL

1. #27884 (David Mead) Change GM LNF 2.0 Allowance to LSJ Engine for Viable STL 2.0

In STU, GM Ecotech LNF Spec Lines, add to Notes as follows:

"LNF Engine Permitted with turbocharger removed. *LNF Engine short block with LE5 cylinder head and intake manifold permitted.* Must meet all other STL specifications."

2. #28663 (Club Racing Board) Acura/Honda B18C engine chart. Reduce the current 54 mm flat plat

In STL, Mazda MZR Table A, change the restrictor size in the notes as follows:

"54~~54~~53mm"

3. #28664 (Club Racing Board) Mazda MZR engine chart. Reduce the current 55 mm flat plate to 53

In STL, Mazda MZR Table A, change the restrictor size in the notes as follows:

"55~~55~~53mm"

#### STU

1. #27281 (Matt Spicuzzi) Request to approve Honda S2000 HKS supercharger

In STU, Honda S2000 (2000 Maximum Displacement) Spec Lines, change notes as follows:

"HKS Supercharger kit 12001-AH006 *and 12001-AH010*, allowed"

In STU, Honda S2000 (2157 Maximum Displacement) Spec Lines, change notes as follows:

"HKS Supercharger kit 12001-AH006 *and 12001-AH010*, allowed"

2. #27637 (Eric Heinrich) Request BoP on the Lotus

In STU, Lotus Elise Cup R Spec Lines, change weight as follows:

"2200~~2200~~2300"

In STU, Lotus Elise SC/ LotusExige SC Spec Lines, change weights as follows:

"2200~~2200~~2300"

"2400~~2400~~2500"

3. #27704 (Joshua Fitzpatrick) Turbo Inlet Restrictor On MK5 Volkswagen

In STU, classify the Volkswagen GTI/GLI MK5 as follows:



*"May install TIR in the OEM turbo inlet housing. Must comply with all TIR specification."*

In STU, Volkswagen Jetta Mk4 Spec Lines, add to Notes as follows:

*"May install TIR in the OEM turbo inlet housing. Must comply with all TIR specification."*

In STU, add Spec Line, Volkswagen GTI/GLI MK5:

<b>STU</b>	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>Volkswagen GTI/GLI MK5</i>	<i>1984</i>	<i>Chart</i>	<i>K04 turbocharger permitted. May install TIR in the OEM turbo inlet housing. Must comply with all alternate TIR location specification.</i>

4. #27732 (SCCA Staff) Honda K20C1 removal

In STU, Honda K20C1 Turbo I4 Table A, change Notes as follows:

*"~~36~~35mm"*

5. #28259 (Tim Pitts) Alternate Engine for Porsche 944

In STU, classify the Porsche 944 as follows:

<b>STU</b>	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>Porsche 944</i>	<i>1800</i>	<i>Chart</i>	<i>VW/Audi 1.8L turbo engine permitted.</i>
<i>Porsche 944</i>	<i>2000</i>	<i>Chart</i>	<i>VW/Audi 2.0L turbo engine permitted.</i>

## **Touring**

### **T1**

1. #28153 (JAKE NAMER) Request 996 GT3 Trunk for Wing Allowance.

In T1, Porsche 996 Spec Lines, add to Chassis Notes as follows:

*"996 Cup Replica Rear deck lid allowed."*

2. #28452 (Tim Myers) All Touring, Change DOT Tire Language 9.1.9.1, 9.3.45

In T1, Acura NSX Turbo World Challenge Spec Lines, add to Chassis Notes as follows:

*"DOT tires required as per GCR section 9.3."*

In T1, Audi TTRS (GTS 2011 Spec) Spec Lines, add to Chassis Notes as follows:

*"DOT tires required as per GCR section 9.3."*

### **T2**

1. #28242 (Thomas Herb) Limit Changes to the 997.2 Porsche

In T2, Porsche 911 / 997 (06-08) Spec Lines, add to Notes as follows:

*"OEM rear deck lid required. OE Porsche GT3 Cup front fascia number "997-505-980-97-G2X FRONT BUMPER GT3 CUP" or equivalent aftermarket allowed (+75lb). GT3 Cup splitter not allowed."*

In T2, Porsche 911 / Carrera S 997.2 (09-12) Spec Lines, add to Notes as follows:

*"OEM rear deck lid required. OE Porsche GT3 Cup front fascia number "997-505-980-97-G2X FRONT BUMPER GT3 CUP" or equivalent aftermarket allowed (+75lb). GT3 Cup splitter not allowed."*