

Club Racing Board

CLUB RACING BOARD MINUTES | December 3, 2019

The Club Racing Board met by teleconference on November 5, 2019. Participating were Peter Keane, Chairman; David Arken, Tony Ave, Jim Goughary, Paula Hawthorne, Sam Henry, John LaRue, Steve Strickland and Shelly Pritchett, secretary. Also participating were: Bob Dowie, Marcus Merideth, and Peter Jankovskis BoD liaisons; Eric Prill, Chief Operations Officer, 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

None.

No Action Required

F

1. #27905 (James Rogerson) F4 into FX

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

FA

1. #27516 (JEREMY HILL) Request to Balance FA and FB

Thank you for your letter. Please see the response to letter #27319 in this Fastrack's Technical Bulletin.

2. #27544 (DAVID OLEARY) Concerns About Grouping With FA

Thank you for your letter. Please see the response to letter #27319 in this Fastrack's Technical Bulletin.

3. #27785 (Greg Pizzo) Allow Mods to Current FB Rules So That F1000/FB Is Competitive

Thank you for your letter. Please see the response to letter #27319 in this Fastrack's Technical Bulletin.

4. #27789 (Dave Caswell) FB/FA Integration for 2020

Thank you for your letter. Please see the response to letter #27319 in this Fastrack's Technical Bulletin.

5. #27792 (S. Jay Novak) Request for Engines for FB Cars Integrated Into FA

Thank you for your letter. Please see the response to letter #27319 in this Fastrack's Technical Bulletin.

6. #27799 (Mark Nixon) Considerations for FB Joining FA in 2020

Thank you for your letter. Please see the response to letter #27319 in this Fastrack's Technical Bulletin.

7. #27866 (Thomas Copeland) F1000 - FA Parity

Thank you for your letter. Please see the response to letter #27319 in this Fastrack's Technical Bulletin.

8. #27893 (Mark Milazzo) Request to be included in new Formula X Class

Thank you for your letter. The Club Racing Board will consider classification of the Formula Speed2.0 in the FX class once complete specifications have been supplied.

FC

1. #27872 (Steve Thomson) Support for FX

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

FM

1. #27964 (Robert Wright) Support for FX Class

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

P2

1. #27815 (Chuck Bona) Request for No Reduction in Prototype 2 Performance

Thank you for your letter. The P1 and P2 classes 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. One of the purposes of the differing class philosophies was to maintain a performance gap sufficient to justify having two classes. The Club Racing Board uses an SCCA-developed Power Factor formula ($PF = \text{Weight} / \text{Peak HP} + \text{Peak Torque} / 2$) to set the weight and power parameters for classes such as P1 and P2, and periodically collects on-track data to confirm that cars in the same class have similar rates of longitudinal acceleration from approximately 60 to 100 mph, before a significant impact from aerodynamic drag comes into play.

The Power Factor numbers developed for P1 and P2 initially provided a sufficient performance gap between the classes, but over time this gap eroded, and in late 2018 the Club Racing Board announced adjustments to several P2 platforms to restore a proper gap between the classes. This was the first significant adjustment since the P2 class was inaugurated in 2014. Before announcing and implementing these adjustments, the FSRAC and the CRB arranged for the motorcycle engine builder who developed the P2 restrictor for the SCCA to test the new smaller restrictors and build ECU maps for the proposed changes. A comparison of the P1 and P2 lap times at the 2019 Runoffs shows that the adjustments have had their intended effect, and there is currently no plan to make a further across-the-board performance envelope change to the P2 class.

An individual adjustment to the stock 1.0 liter platform is not warranted at this time. There have been no creditable stock 1.0 liter efforts in several years, and the available dyno data fully supports the current restrictor size and minimum weight for this platform. If a competitor fields a representative stock 1.0 liter effort during the 2020 season, the Club Racing Board will collect on-track data to assess the car's rate of longitudinal acceleration relative to other P2 cars and, if warranted, make appropriate adjustments to the platform. Likewise, an adjustment to alter the balance of performance between cars with automotive-based engines and those with motorcycle-based engines is not supported by the data collected during the 2019 Runoffs, where the leading examples of each type of car were closely grouped both on track and in terms of their rates of longitudinal acceleration below 100 mph. The Club Racing

Board will continue to monitor class performance and will make individual changes based on credible performance data.

2. #27913 (Tim Day Jr) Enterprise Sports Racer Parity

Thank you for your letter. Please see the responses to letter #27815 in this Fastrack and letter #27869 in this Fastrack's Technical Bulletin.

GCR

1. #27053 (Richard Kulach) Request for Rain light Requirements-Multi Class Racing Groups

Thank you for your letter. Please see the responses to letter #27815 in the July 2019 Fastrack.

2. #27780 (Gregory Cirillo) Comment on Body Contact Review

Thank you for your letter. The Road Racing department is working to develop guidelines that will assist drivers and race officials in better understanding racing incidents. We will include your advice in the development of these guidelines.

GT1

1. #27752 (Matthew Miller) Request to Reduce Weight Added for Use of Sequential Transmission

Thank you for your letter. Please see the response to letter #27750 in this Fastrack's Technical Bulletin.

2. #27760 (David Pintaric) Request sequential transmission weight penalty reduction

Thank you for your letter. Please see the response to letter #27750 in this Fastrack's Technical Bulletin.

3. #27761 (David Pintaric) Request for reduction in weight penalty for 18

Thank you for your letter. Please see the response to letter #27751 in this Fastrack's Technical Bulletin.

GT2

1. #27652 (Danny Lowry) Request for Paddle Shifter on Porsche 997.2 GT3 Cup

Thank you for your letter. Paddle shifter is already allowed with a 100 lb. weight penalty.

GT3

1. #27625 (Michael Lewis) Request BoP clarification

Thank you for your letter. Please see the response to letter #26958 in this Fastrack's Technical Bulletin.

GTL

1. #27716 (Troy Ermish) Request for Help for Older Sedans

Thank you for your letter. Age and aero is not allowed for in the classification process.

Strategic

1. #27321 (Armen Megregian) Request for Future Runoffs at Watkins Glen

Armen, thank you for your thoughts about holding the Runoffs at Watkins Glen. This is a great facility and we look forward to the Hoosier Super Tour event held at this iconic venue each year. Participation and enthusiasm are very high and many racers and workers enjoy the excitement Watkins Glen brings with the history that surrounds the entire geographical area. We appreciate your input.

T2

1. #26939 (Mark Boden) Tire Size in T2

Thank you for your letter. Recent changes have been made to the class to improve BOP. We will continue to monitor the class.

2. #27699 (William Moore) 2014 T2 Camaro Weight Adjustment and Restrictor Plate - GCR 651

Thank you for your letter. The TAC has made changes to the class and we'll continue to monitor the class.

3. #27749 (Ron Randolph) Request for more T2 Cars in 2020

Thank you for your letter. Changes have been made to the class to improve competition. If you have any specific ideas, please send them in for consideration.

Not Recommended

B-Spec

1. #27221 (David Oliveira) Request for Exhaust Wrap Material for Header

Thank you for your letter. After further research we have found the stock heat shield can be used.

2. #27720 (G. Brian Metcalf) Allow 2014 to Present Base Model Mini Cooper in B-Spec

Thank you for your letter. Turbo model cars are not allowed in B-spec racing at this time.

P1

1. #27867 (Jeff Shafer) Sealed Elan Engine

Thank you for your letter. The Club Racing Board does not recommend this change. On-track performance shows that the sealed DP02-spec 2.0L MZR engine is not within the performance envelope of the P1 class, but suitable modifications to the 2.0L engine will allow it to be competitive using the required Single Inlet Restrictor.

SRF3

1. #27657 (Mark Peyser) Request for Wheel Tethers

Thank you for your letter. The Club Racing Board does not recommend this change at this time. While wheel tethers have become relatively common in professional racing series, implementation of such a requirement in all open-wheel and sports-racing classes in the SCCA road racing program could not be readily accomplished at this time. Unlike professional racing series, which often use a single, spec chassis and typically involve a relatively small number of sponsored competitors, the SCCA road racing program includes dozens of chassis variations and hundreds of competitors of varying means. Wheel tethers are

not commercially available for every chassis type in the road racing program and therefore would likely need to be custom-made for each application. In addition, the SCCA's volunteer technical staff does not have the resources to verify proper fitment of custom-made wheel tethers on each and every chassis variation that exists in the road racing program.

GCR

1. #27610 (Charles Tanck) Request to Put Wheelbase On All Cars

Thank you for your letter. This is a local issue, other regions have platform scales and/or bridge ramps that do not require movement of scales due to changes in wheelbase.

GT3

1. #27666 (Richard Smith) Disenfranchised GT2 Mazda RX7 Weight Penalty

Thank you for your letter. The disenfranchised GT2 cars running in GT3 penalties are appropriate as currently written.

2. #27667 (Richard Smith) Disenfranchised GT2 Mazda RX7 Restrictor Size

Thank you for your letter. Disenfranchised GT2 running in GT3 penalties are appropriate as currently written.

GTL

1. #27406 (James Gregorius) Request 12a Rotary SIR Increase

Thank you for your letter, The SIR is felt to be proper for current class balance, the Club Racing Board will continue to monitor the class.

FP

1. #27549 (David Boles) 93-98 Volkswagen Golf Help

Thank you for your letter. The requested allowances are not recommended, as an alternate intake manifold and larger valves are outside the philosophy of Limited Prep.

HP

1. #27838 (Greg Amy) Request to Classify Porsche 914 2L in HProd

Thank you for your letter. This classification is not recommended at this time, as 2.0L is considered too much displacement for HP. The Production Committee would like to see the 914-4 1.8L campaigned in HP, to better gauge the competitiveness of this vehicle.

2. #27855 (Mike Ogren) Please Move the 2015+ Honda Fit to FP

Thank you for your letter. This is not recommended at this time. There has not been a fully campaigned example of this car ran yet to provide additional data. Also note that the stock specs of its engine are very close to those allowed on its spec line.

Prod General

1. #27679 (Jonathan Spiegel) Level 2 (Limited Prep) Cylinder Head 9.1.5.E.2.e

Thank you for your letter. This allowance is not recommended at this time, because it is outside of the scope of Limited Prep. Also note that pistons are already unrestricted.

2. #27916 (David Mead) Request to Allow Removal of Control Arms Rendered Obsolete

Thank you for your letter. There is not a significant advantage to allowing this, yet there's certainly some unintended consequence that could arise from it. Therefore, this is not recommended.

SM

1. #26881 (Marc Cefalo) Request to approve additional hardware allowances

Thank you for your letter. Additional hardware allowances are not recommended at this time; however, we will continue to monitor.

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.

B-Spec

1. #27647 (James Rogerson) Request Passenger Seat replacement

In GCR, section 9.1.10.E., add the following:

"44. A passenger seat meeting all the specs of the driver's seat may be installed in the front passenger seat position. The seat may not be occupied during SCCA racing events."

2. #27686 (James Rogerson) Request for Automatic Transmission Inclusion

In GCR, section 9.1.10.E.9., make the following changes:

"Radio/stereo audio equipment and air conditioning refrigerant systems are the only options permitted and may be non-manufacturer, standard equipment. Two-way radios may be used. Hand controls are allowed in those instances where the driver can demonstrate the physical need for them. *Automatic and cvt transmissions versions of all legal cars are legal for competition in B-Spec meeting their spec line. Models with oem paddle shifters are acceptable.*"

3. #27687 (James Rogerson) Request to Add Transmission Coolers to Automatics

In GCR, section 9.1.10.E., add the following:

"43. Auxiliary transmission coolers may be approved on a case by case basis. Part numbers must be submitted and added to the cars spec line."

FM

1. #27712 (Moses Smith) New FM2 Class Proposal

The FMZR will be classed in FA upon proof of compliance with GCR 9.4.5 Roll Cage Specification, other applicable safety regulations, and submission of the specification list prepared by the FSRAC.

GCR

1. #27753 (Richard Muise) Directive to Front Row Drivers Behind Pace Car

In GCR Section 6.5.2.B.1., make changes as follows:

"The front row drivers must be advised not to pass the pace car."

2. #27824 (SCCA Staff) GCR Event Credential Section 4.5.2 Change

In GCR, section 4.5.1., make changes as follows:

"Anyone participating in an event must sign the SCCA Release and Waiver of Liability Agreement (*unless an annual waiver is on file at SCCA National Office*) before an event credential (pass) will be issued."

In GCR, Section 4.5.2., change as follows:

"A. ~~An SCCA-issued photo ID~~ *One of the accepted forms of Photo ID* is required for any registered event participant who is an SCCA licensed member.

1. An SCCA-issued photo ID (hard card or electronic form) issued by the SCCA National Office, SCCA Pro Racing or an SCCA Region.

2. A Government issued photo ID (Driver's License, State Identification Card, U.S. Military ID, or Passport) with verification of current SCCA license and membership. The credential for the event must be clearly visible.

~~B. The member's name, current photograph, SCCA membership number, and credential for the event must be clearly visible.~~ *Identification cards from any other organization will not be accepted.*

~~C. Accepted photo IDs are those issued by the SCCA National Office, the Road Racing Department, the SCCA Pro Racing Department, or an SCCA Region. Any of these must be honored by any SCCA Region.~~ *A non-member or weekend member will be issued a paper pass or a wristband.*

~~D. Identification cards from any other organization, including civil authorities, will not be accepted.~~

~~E. A non-member or weekend member will be issued a paper pass or a wristband rather than a photo ID."~~

GT General

1. #27323 (Todd Oppermann) Windshield Clips

In GCR section 9.1.2.F.6.c.1, add as follows:

Alternatively, the bottom may be captured in a channel.

"No clips or straps are required if bonded-glass factory windshields and/or rear windows are attached to chassis per original specifications (i.e., glass-bonding adhesive)."

T2

1. #27912 (RICHARD KULACH) Request for Alternative Brake Kit on Nissan 370Z

In T2, Nissan 370Z (09-17) / 370Z NISMO Edition (09-17), change Notes as follows:

"5300S-SS370 T-2 spring kit allowed; 54600-SS370 T-2 front and rear sway bar kit allowed. Sports Package is allowed. Springs up to 1000 lbs/in front and rear allowed. 54010- SZ350 (F) and 55020-SZ350 (R) allowed. Cold Air Intake allowed. Header permitted - Part # 14002-SS370. Rear spring relocation permitted to allow coil over shocks. SPL suspension kit permitted that includes: rear camber arms #SPL RLL Z34, SPL rear toe arms #SPL RTA Z34, SPL rear traction arms #SPL RTR Z34, SPL front camber arms #SPL FUA Z34, SPL rear mid link #SPL RML Z34. Zspeed and Z1 alternative clutch slave permitted. *The*

following STOPTECH parts are allowed with a 50 Lb penalty: #83.488.6800.51 front, 83.657.0057.51 rear."

T2-T4

1. #27606 (Raymond Blethen) Request to Classify all Mazda RX8 Models in T3/T4

In T3, change Spec Lines as follows:

"Mazda RX-8 Base/R3/*Sport/GT* (04-12)"

In T3, change Spec Lines as follows:

"Mazda RX-8 Base/R3/*Sport/GT* (04-12)"

T4

1. #27329 (David Mead) Request to Allow Brake Upgrade On T4 Mustang

In T4, Ford Mustang V6 (05-10), add to notes as follows:

"An Aluminum driveshaft is allowed. Any LSD permitted. *Ford brake kit M-2300-D allowed.*"

2. #27659 (Derrick Ambrose) Request for 2014-2018 Mazda 3 GT Brakes

In T4, Mazda3 (14-18), add to notes as follows:

"Any spring up to 800 lbs. front and 1000 lbs. 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. *RH Caliper GHY9-33-99Z, LH Caliper GHY9-33-98Z, Rotor GHR1-33-251A allowed.*"

3. #27763 (Ron Munnerlyn) Request to allow aftermarket OEM coolant expansion tank

In T4, GCR section 9.1.9.2.D.3.a.2., add the following:

"Any radiator and fans are permitted, provided it mounts in the original location, maintains the same plane as the original core, and requires no body or structural modifications to install. No new openings created by fitting an alternate radiator may be used to duct air to the engine. *Any expansion tank permitted as long as it serves no other purpose.*"

4. #27764 (Ron Munnerlyn) Request to allow aftermarket OEM power steering reservoir

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

"Allow Mazda header part number 0000-06-5407. Any OEM or aftermarket hardtop is permitted that retains the OEM roof silhouette, including Mazda hardtop and part #0000-07-5901-CC. *Aftermarket power steering reservoir is allowed.*"

5. #27831 (Nick Leverone) Request for Factory Installed Wings on Subaru BRZ

In T4, change Spec Lines as follows:

"Subaru BRZ, *BRZ Limited* (13-16)"

In T4, change Spec Lines as follows:

"Scion FR-S, *10 series* (13-16)"

6. #27892 (John Heinricy) Request for Replacement Clutches

In GCR, Section 9.1.9.2.D.i.5., change as follows:

~~"T2-T3 only:~~ Any clutch disc and pressure plate of OEM diameter may be used, provided that they shall be bolted directly to an unmodified stock flywheel and is no lighter than 95% of the factory OEM clutch disc and pressure plate."

Taken Care Of

B-Spec

1. #26952 (Dave Mead) Request to Add Sedan Model to Fiesta BSpec Classification

Thank you for your letter. Please see the response to letter #26798 in this Fastrack's Technical Bulletin.

2. #27530 (Lucas Joslin) Sedan Versions of Cars

Thank you for your letter. We addressed this in letter 26797 and 26798 in current Fastrack.

3. #27608 (Edward Werry) 2010 Honda Fit #53 post-Runoffs Comp Adjustments

Thank you for your letter. We will have bop adjustments in the near future. We are doing some dyno testing and will have revisions soon.

4. #27611 (Charles Davis) Request for Weight Adjustment

Thank you for your letter. We will have bop adjustments soon. We are doing some dyno testing and then they will be released.

5. #27719 (G. Brian Metcalf) Remove the Restrictor Plate From the 2011 - 2013 Mini Cooper

Thank you for your letter. We are doing more testing and then we will release the bop adjustments for 2020.

6. #27800 (James Rogerson) Request for Balance of Power

Thank you for your letter. We are doing more testing and will have bop adjustments released in the near future

FV

1. #27904 (Thomas Galuardi) Against Four Bolt Wheels

Thank you for your letter. Please see the response to letter #27603, December 2019 Fastrack Technical Bulletin.

GCR

1. #27656 (GCR Committee) Add Driver to Court of Appeals

Thank you for your letter. This is not a GCR change and the item has been forwarded to the Board of Directors previously.

HP

1. #27847 (Greg Amy) Info in Support of 914 Letters 27814 and 27838

Thank you for your letter. Please see the response to letter #27814 in this Fastrack's Technical Bulletin.

2. #27936 (James Rogerson) Request to Include All Honda Fit Years

Thank you for your letter. Please see the response to letter #27782 in this Fastrack's Technical Bulletin.

SM

1. #27055 (Spencer Rutherford) Tires Are Too Expensive

Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

2. #27069 (Tyler Quance) Suggestion to Jim Drago Tire Management Plan

Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

3. #27074 (Mitch Reading) SM - tire management input

Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

4. #27125 (Tom Hampton) Tire Limiting Proposal

Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

5. #27126 (Gordon Kuhnley) Support Tire Management Plan for HST and Majors

Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

6. #27127 (Chris Lefferdink) Tire Proposal

Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

7. #27128 (Kyle Webb) Tire proposal

Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

8. #27129 (Craig Berry) Request to limit tires in Super Tours

Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

9. #27130 (Erik Stearns) Tire limiting proposal

Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

10. #27131 (Case Crowell) Tire limiting proposal

Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

11. #27132 (Keith Mellen) Tire limiting proposal

Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

12. #27133 (Joe Crowell) Tire limiting program

Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

13. #27134 (David Dewhurst) Tire Limiting Proposal

Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

14. #27135 (Stephen Jones) Tire Limiting Proposal

Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

15. #27136 (William Keeling) Opposed to tire limits

Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

16. #27137 (Darren Brady) Tire costs

Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

17. #27138 (Todd Martin) One Tire Per Event Rule

Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

18. #27142 (Tom Sager) Tire rule for 2020

Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

19. #27143 (Craig Janssen) Tire management proposal

Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

20. #27144 (Cooper Lilly) Tire limiting proposal

Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

21. #27148 (Frank Todaro) SM Tire rule change and new tire

Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

22. #27151 (Dennis Hamminga) Tire limiting proposal

Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

23. #27162 (Ken Sutherland) Tire Limiting Proposal

Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

24. #27163 (Clark Cambern) Spec Miata Tire Use Rule new proposal

Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

25. #27164 (John Connelly) Tire Limiting Proposal

Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

26. #27166 (Alan Cross) Supports Tire Limit Proposal

Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

27. #27167 (Will Schrader) Supports Tire Limiting Proposal

Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

28. #27168 (Richard Baratta) Tire management Program

Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

29. #27177 (Dave Dunning) Supports Tire Limiting Proposal

Thank you for your letter. We are currently working on several programs to contain cost while providing the racing community with a tire that meets their standards. Please reference letters 24462 and 27041 in an upcoming Fastrack.

T2

1. #27681 (James Leithauser) Request to Address Porsche

Thank you for your letter. Please see the response to letter #27746 in this Fastrack's Technical Bulletin.

2. #27798 (William Moore) Request to Remove Non-Factory Rear Wings From Competition

Thank you for your letter. Changes have been made to help improve this issue. Please reference letter #27746.

T2-T4

1. #27326 (Stephen Blethen) In favor of jack points

Thank you for your letter. Please see the response to letter #27607 in the December 2019 Fastrack.

2. #27575 (Stephen Blethen) Request to Make all Trim Levels Eligible

Thank you for your letter. Please see the response to letters #27606, 27831, and 27832 in this Fastrack.

3. #27680 (Derek Kulach) Request for 350Z Parity

Thank you for your letter. Please see the response to letter #27442 in this Fastrack's Technical Bulletin.

4. #27808 (Ben Slechta) Request for Stillen Air Intake on 350Z Spec Line

Thank you for your letter. Please see the response to letter #27442 in this Fastrack's Technical Bulletin.

5. #27809 (Ben Slechta) Request for SPL Rear Mid Links on 350Z

Thank you for your letter. Please see the response to letter #27442 in this Fastrack's Technical Bulletin.

6. #27810 (Ben Slechta) Request for SPL Rear Toe Links on 350Z

Thank you for your letter. Please see the response to letter #27442 in this Fastrack's Technical Bulletin.

7. #27811 (Ben Slechta) Request for SPL Front Upper Camber/Caster Arms on 350Z

Thank you for your letter. Please see the response to letter #27442 in this Fastrack's Technical Bulletin.

8. #27812 (Ben Slechta) Request for SPL Rear Camber Links on 350Z

Thank you for your letter. Please see the response to letter #27442 in this Fastrack's Technical Bulletin.

9. #27813 (Ben Slechta) Request for SPL Rear Traction Arms on 350Z

Thank you for your letter. Please see the response to letter #27442 in this Fastrack's Technical Bulletin.

10. #27818 (David Mead) Add Language to Runoffs Supps Enforcing Tear Down of Race Winner

Thank you for your letter. Please see the response to letter #27831 in this Fastrack's Technical Bulletin.

T3

1. #27621 (David Muramoto) Changes Requested for 03-08 Nissan 350Z Classification

Thank you for your letter. Please see the response to letter #27442 in this Fastrack's Technical Bulletin.

2. #27715 (Rob Hines) Please Help Nissan 350Z HR

Thank you for your letter. Please see the response to letter #27442 in this Fastrack's Technical Bulletin.

3. #27747 (Joe Aquilante) E46 Balance of Performance

Thank you for your letter. We have made changes to the class and will continue to monitor the performance. Please see the response to letter #27781 in this Fastrack's Technical Bulletin for your second concern.

4. #27754 (James Slechta) Request to Increase Nissan 350 z Restrictor Size

Thank you for your letter. Please see the response to letter #27442 in this Fastrack's Technical Bulletin.

5. #27783 (Ben Slechta) Nissan 350Z HR Engine Restrictor Plate/Minimum Weight

Thank you for your letter. Please see the response to letter #27442 in this Fastrack's Technical Bulletin.

6. #27787 (Jim Slechta) Request for Nissan 350z Help

Thank you for your letter. Please see the response to letter #27442 in this Fastrack's Technical Bulletin.

7. #27796 (Mark Johnston) Request for Nissan 350z Restrictor Change

Thank you for your letter. Please see the response to letter #27442 in this Fastrack's Technical Bulletin.

T4

1. #27581 (Tyler Quance) Request for Help for the NC MX-5 in T4

Thank you for your letter. Please see the response to letter #27739 in this Fastrack's Technical Bulletin.

2. #27668 (Tom Fowler) Request for Parity

Thank you for your letter. Please see the response to letter #27739 in this Fastrack's Technical Bulletin.

3. #27717 (Tyler Quance) Help for the NC MX-5 in T4 CORRECTION

Thank you for your letter. Please see the response to letter #27739 in this Fastrack's Technical Bulletin.

4. #27721 (Matthew Miller) Allow 316mm Mustang GT front rotors on 2005 and up V6

Thank you for your letter. Please see the response to letter #27739 in this Fastrack's Technical Bulletin.

5. #27740 (Josh Smith) Mazda Support of Letter 27739

Thank you for your letter. Please see the response to letter #27739 in this Fastrack's Technical Bulletin.

6. #27757 (Kevin Fryer) Support for Letter 27739

Thank you for your letter. Please see the response to letter #27739 in this Fastrack's Technical Bulletin.

7. #27758 (Ron Munnerlyn) Support letter 27739

Thank you for your letter. Please see the response to letter #27739 in this Fastrack's Technical Bulletin.

8. #27759 (Morgan Mehler) Letter in support of 27739

Thank you for your letter. Please see the response to letter #27739 in this Fastrack's Technical Bulletin.

9. #27762 (Steve Bertok) MX-5 minimum weight reduction, letter number 27739

Thank you for your letter. Please see the response to letter #27739 in this Fastrack's Technical Bulletin.

10. #27765 (Steve Bertok) Support for letters 27763, 27764

Thank you for your letter. Please see the response to letters #27763 and 27764 in this Fastrack.

11. #27772 (Robert Spence) Letter number: 27739

Thank you for your letter. Please see the response to letter #27739 in this Fastrack's Technical Bulletin.

12. #27773 (Mike Burke) Support of Letter #27739

Thank you for your letter. Please see the response to letter #27739 in this Fastrack's Technical Bulletin.

13. #27784 (Thoas Hart) Request for MX-5 Weight Adjustment

Thank you for your letter. Please see the response to letter #27739 in this Fastrack's Technical Bulletin.

14. #27832 (Nick Leverone) Factory Aero

Thank you for your letter. Please see the response to letter #27831 in this Fastrack's Technical Bulletin, regarding the BRZ. The committee agrees that allowing basic OE spoilers will be allowed on a case-by-case basis to prevent unnecessary tech issues for non-advantageous parts.

What Do You Think

None.

Technical Bulletin

DATE: December 20, 2019

NUMBER: TB 20-01

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 1/1/2020. 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.

American Sedan

None.

B-Spec

1. #26797 (B-Spec Committee) Add Yaris Sedan

In B-Spec, classify the Toyota Yaris Sedan (2007-) as follows:

B-SPEC	Bore x Stroke(mm) Displacement (cc)	Wheelbase (mm)	Gear Ratios	Final Drive	Brakes (inches)	Weight (lbs)	Notes:
<i>Toyota Yaris Sedan 2007-</i>	<i>74.9 x 84.6 1491</i>	<i>100.4</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>

2. #26798 (B-Spec Committee) Add 2011-2016 Fiesta Sedan

In B-Spec, classify the Ford Fiesta 4dr Sedan (11-16) as follows:

B-SPEC	Bore x Stroke(mm) Displacement (cc)	Wheelbase (mm)	Gear Ratios	Final Drive	Brakes (inches)	Weight (lbs)	Notes:
<i>Ford Fiesta 4dr Sedan (11-16)</i>	<i>79.0 x 81.4 1596</i>	<i>98.0</i>	<i>3.86, 2.04, 1.28, 0.95, 0.74</i>	<i>4.07</i>	<i>(F) 10.2 (R) 7.9 drum</i>	<i>2495</i>	<i>Suspension kit #M-FR3-FAEB allowed. Rear axle bushing #000-04-2203-RR allowed. Allow rear torque bar Corksport #Mz2-3-070. Cold air intake K&N 69- 3530TS is allowed. Allow Bilstein B14 suspension kit 47-167490. Powerflex PFR19-1511BX2 rear suspension bushing allowed. Eibach rear sway bar #35143.312 is allowed. Mazda</i>

							front hub D651-33-06 and rear hub D651-26- 15XE allowed. 4x100 bolt pattern wheel allowed
--	--	--	--	--	--	--	---

3. #26799 (B-Spec Committee) add 2015-2019 Kia Rio
In B-Spec, Kia Rio 5-door/LX (12/14), change year as follows:
"(12-~~14~~19)"

4. #27858 (B-Spec Committee) Error and Omissions
In B-SPEC, Mazda2 (10-14), make changes as follows:
"Coil over shock kit (Bilstein) 0000-04-2201-BL, Front springs (ERS) 0000-049350-07, Rear springs (ERS) 0000-04-9250-07, Helper springs F&R 000004-9926, Spring spacer F&R 0000-04-9925, Front sway bar end links adjstbl 0000-04-2202, Rear sway bar 0000-04-2203-RR, Modified strut bearing plate 0000-04-2204, Crash bolt set 0000-04-2205, Allow rear torque bar Corksport #Mz2-3-070. Cold air intake Corksport Mz2-6-117-31100 and ~~Mz2-6-117-33100~~ *air duct Mz2-6-120-10* are allowed. Exhaust Header Kit (cat delete) HB.EM 60-404-SSS or HP-MZD001 is allowed. Allow Bilstein B14 suspension kit 47-167490. Powerflex PFR19-1511BX2 rear suspension bushings allowed."

Formula/Sports Racing

F

1. #27903 (Formula/Sports Racing Committee) Incorporate FM, F4, USF2000 and other spec lines if FX approved
Remove Formula Mazda, GCR section 9.1.1.E, in its entirety and re-letter the following sections accordingly.
Add to the FX rules the following:

Table 1						
Car	Engine	Wheel Width (in) ± .060	Aero	Transmission	Weight	Notes
<i>Formula Mazda</i>	<i>Six (6) port Mazda 13B or four (4) port Mazda Renesis</i>	<i>(F) 8 (R) 10</i>	<i>See notes</i>	<i>5 forward speeds with approved gear ratios and reverse. Torque biasing devices and limited slip and locking differentials prohibited.</i>	<i>1350 with six (6) port 13B, 1400 with four (4) port Renesis</i>	<i>Car must comply with all December 2019 GCR Formula Mazda preparation rules found here: https://www.scca.com/pages/technical-forms-and-downloads.</i>

In FA Table 2, remove FIA Certified F4 spec line in its entirety.
Add to the FX rules the following:

Table 1						
Car	Engine	Wheel Width (in) ± .060	Aero	Transmission	Weight	Notes
<i>FIA Certified F4</i>	<i>See notes</i>	<i>See notes</i>	<i>See notes</i>	<i>See notes</i>	<i>See notes</i>	<i>Upon request, competitors must provide a copy of the rules in effect when the car was certified by the FIA.</i>

In FA Table 2, remove Pro Formula F2000 spec line in its entirety.
Add to the FX rules the following:

Table 1						
Car	Engine	Wheel Width (in) ± .060	Aero	Transmission	Weight	Notes
<i>Pro Formula F 2000 Tube Frame</i>	<i>2.0 Liter Zetec</i>	<i>(F) 8 Max (R) 10 Max</i>	<i>See FA Rules</i>	<i>Up to 5 Forward Gears, Limited Slip Differential (sequential Carries a 25 lb Weight Penalty)</i>	<i>1210</i>	<i>Engine must be prepared to current FC rules except that ECU map and cams are unrestricted. An air restrictor is not required.</i>

In FA Table 2, remove USF2000 spec line in its entirety.
Add to the FX rules the following:

Table 1						
Car	Engine	Wheel Width (in) ± .060	Aero	Transmission	Weight	Notes
<i>USF2000 Tube Frame</i>	<i>2.0 Liter Mazda MZR</i>	<i>See notes</i>	<i>See notes</i>	<i>See notes</i>	<i>See notes</i>	<i>Car must comply with the 2012 Pro USF2000 rules. Competitors must have the current rules in their possession and present them upon request. The following sections of the 2012 Pro rules do not apply: 14.1.1 thru 14.1.4; 14.12.2 thru 14.12.13; 14.13.1; 14.13.2; 14.13.5; 14.18 in its entirety; 14.19 in its entirety; 14.27 in its entirety; 13.34 in its entirety</i>

F5

1. #27883 (Formula/Sports Racing Committee) Change 600cc restrictor size

In the F500 engine table, change the restrictor as follows:

Honda CBR600RR (03-13): "~~29~~ 28mm Flat Plate Intake Restrictor"

In the F500 engine table, change the restrictor as follows:

Suzuki GSXR600 (03-13): "~~29~~ 28mm Flat Plate Intake Restrictor"

In the F500 engine table, change the restrictor as follows:

Yamaha R6 (03-13): "~~29~~ 28mm Flat Plate Intake Restrictor"

FA

1. #27319 (Jake Latham) Suggestions for FB/F1000 into FA

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

Table 2						
Car	Engine	Wheel Width (in) ± .060	Aero	Transmission	Weight	Notes
Formula 1000	Motorcycle-based 4-cycle up to 1000cc, <i>maximum compression ratio 13.5:1; otherwise, current FA engine rules apply</i>	see notes	see notes	see notes	see notes <i>1025</i>	Car must comply with December 2018 <i>2019</i> GCR Formula 1000 (FB) Preparation Rules, <i>found at https://www.scca.com/pages/technical-forms-and-downloads</i> , except that throttle bodies and ECUs are unrestricted <i>as modified by this spec line. The CRB may require the use of Flat Plate Intake Restrictors at any time.</i>

2. #27880 (Formula/Sports Racing Committee) Change Swift 016 - 2.3 liter Mazda Duratec restrictor size

In FA Table 2, Swift 016 - 2.3 liter Mazda Duratec spec line, change the restrictor as follows:

"The 2.3 Liter Mazda Duratec engine and ECU is unrestricted with the exceptions that a ~~33~~ *31*mm SIR must be used with a sealed air box (part no. FA11016INT) supplied by SCCA Enterprises, the maximum compression ratio is 14.0:1, and the maximum displacement is limited to 2266cc."

P1

1. #27745 (Formula/Sports Racing Committee) Update Revised Spec Line F

In P1 Engine Table, Spec Line F, make changes as follows:

P1 Engine Table						
Spec Line	Engine Series	Max. Displ (cc)	Max. Valves / Cyl.	Req'd Restrictor	Min Weight (lbs)	Notes
F	Restricted 2.0L Group CN-spec Honda K20A-FD2	2000	4	Stock Honda intake manifold with 64mm single throttle body	1400	No engine modifications except 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.

P2

1. #27821 (Keith Carter) Request for addition of BMW Engine in P2 Engine Table

In P2 Engine Table, Line B.1, add the following:

"4 cycle Motorcycle-based Kawasaki, Suzuki, Yamaha, Honda, **BMW**"

2. #27869 (Formula/Sports Racing Committee) Add ESR inlet restrictor

In P2 Table 1, Enterprise Sports Racer line, add to the notes the following:

"Effective 4/1/2020, the ESR 2.3L engine must have either an SIR or a Flat Plate restrictor fitted that meets the peak horsepower specified by the SCCA. The SIR or Flat Plate restrictor must be sized in whole or 0.5mm increments. Dyno data also must be submitted for restrictors 1.0 and 2.0mm on either side of the restrictor size that permits the engine to meet the specified peak horsepower."

GCR

1. #27580 (Greg Amy) 9.3.27 E&O, Probable Typo

In GCR, section 9.3.27., make changes as follows:

"All fuel, oil, and water lines, including gauge and vent lines, that pass into or through the driver/passenger compartment, shall be of steel tube or metal braided hoses **or** protected by a wall-like bulkhead container (Coolsuit lines are exempt)."

Grand Touring

GT General

1. #26308 (Andrew Wickline) Request Factory Five Daytona coupe classification

In GTX - MISC., Classify and add as follows:

GTX – MISC.

Make	Model	Engine	Restrictor mm	Weight (lbs)	Notes
<i>Factory Five</i>	<i>Type 65 Coupe R</i>	<i>Ford 302/351</i>	<i>NA</i>	<i>2600</i>	
<i>Factory Five</i>	<i>Type 65 Coupe R</i>	<i>Ford 5.0/5.2L</i>	<i>NA</i>	<i>2600</i>	
Ferrari	458 Challenge	<i>4.5L</i>	(2) 50	3150	<i>Must conform to 458 Challenge rules.</i>
Ferrari	488 Challenge	<i>3.9L Twin Turbo</i>	(2) 45	3350	<i>Must conform to 488 Challenge rules.</i>
Ford	FP350S	<i>5.2L</i>	NA	3400	
<i>Chevrolet</i>	<i>C6</i>	<i>7.0L</i>	<i>NA</i>	<i>3250</i>	
Lamborghini	Super Trofeo	<i>5.2L</i>	(2) 41	3000	<i>Must conform to Super Trofeo rules.</i>
Ligier	JS2 R	<i>3.7L</i>	NA	2400	
Porsche	911 GT America	<i>4.0L</i>	NA	2950	

GT1

1. #27750 (J Richard Grant) Request to Adjust Transmission Penalty

In GT1 Specifications, section 9.1.2.D.4.b.2., make change as follows:

"Sequential shifting transmissions are permitted with a ~~75~~*50* lb. weight penalty."

2. #27751 (Matthew Miller) Request to Reduce Additional Weight for 18

In GT1 Specifications, section 9.1.2.D.7.a.5., make change as follows:

"For cars not specified to allow 18 inch wheels, 18 inch wheels permitted with a ~~100~~*50* pound weight penalty."

3. #27756 (Tim Adolphson) Request for Five Star Nascar Compliant Bodywork

In GT1 Spec Lines, 9.1.2.c, General Motors Corporation, add the following:

"5 Star NASCAR Camaro (2018-) body allowed"

GT2

1. #27701 (Matt Jensen) Porsche 991.2 GT3 Cup GT2 Classification

In GT2, classify the 991.2 GT3 Cup Car as follows:

GT2 Cars -					
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
991.2 GT3 Cup Car	(2017-)	2 Dr.	RWD	92.7	<p>3.8L flat six. 3100lbs. w/63mm Throttle Body Restrictor (TBR). Cars must be prepared in accordance with the appropriate model/year Porsche factory 911 GT3 Cup parts catalog/service manual. Cars may not be altered in any way except as authorized below. Drivers must have the correct year manuals as they apply to their specific car in their possession. Safety, drivers comfort, driver control and instrumentation items may be modified per the GCR. Original factory installed Matter/IMV roll cages are allowed. The stock unmodified fuel tank is allowed. Windshield clips must be installed per GCR 9.3 Windshield Clips/Rear Window Straps. All other SCCA safety standards apply. The following additional modifications are authorized: Alternate hood provided it is a facsimile of the stock part. Any wheel, including 5 bolt (and the required 5 bolt modification to the hubs). Tires per GCR 9.3 Tires. Battery size and location is unrestricted. Shocks are unrestricted but they shall be installed in the stock locations with the stock, unmodified pick up points. Any suspension settings are allowed provided they are achieved without modifications. Machining of suspension components and pick up points to achieve caster/camber/toe is not allowed. Lubricants, consumable fluids (brake fluid, coolant etc.) and oil filters are open free. Modifications listed in Grand Am, IMSA Cup, World Challenge or any other rules, except those listed above, are specifically not allowed. Factory (OEM manufacturer) Lexan front windows allowed as delivered. ABS allowed with a 100lb. penalty.</p>

2. #27755 (Shad Huntley) Request for Acura NSX Spec Line Changes

In GT2/ST, Acura NSX, change weight as follows:

"~~3000~~2700"

3. #27914 (Grand Touring Committee) GT2 991.1 restrictor size change

In GT2, Porsche 991.1 GT3 Cup, change restrictor size in the notes as follows:

"~~67~~**70** mm"

4. #27915 (Grand Touring Committee) GT2 996/997.1 weight change

In GT2, Porsche 996/997.1 GT3 Cup, change the weight in the notes as follows:

"~~2900~~**2800**"

5. #27920 (Grand Touring Committee) GT2/ST Corvette comp adjustment

In GT2/ST, Chevrolet Corvette (-2019), with Max. Displacement of 5967, change restrictor size as follows:

"~~75~~**70** mm"

GT3

1. #26958 (Chad BACON) Request restrictor size change request

In GT3 Engine Table, Mazda 13B Bridgeport, change Fuel Induction as follows:

"44mm **42mm**"

2. #27322 (Armen Megregian) Request to Classify Alfa Romeo 4C

In GT3, classify the Alfa 4C as follows:

GT3 Turbocharged OEM Engines:									
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Restrictor	Weight (lbs)	Notes
Alfa 4C	DOHC	83	80.5	1742	Alum. Cross flow	4	33 mm TIR	2325	Tube frame only. No ABS or Traction Control

3. #27570 (Alex Phelps) Request for Mazda 2.5I MZR/L5-VE

In GT3 Engines, Mazda MZR/L5-VE, change Fuel Induction as follows:

"~~31mm SIF~~**Unrestricted**"

In GT3 Engines, Mazda MZR/L5-VE, change Weight as follows:

"~~2195~~**1950**"

In GT3 Engines, Mazda MZR/L5-VE, change Notes as follows:

"~~Direct injection not permitted. Allow 2.3L 94.0 mm stroke crankshaft with displacement of 2339cc~~**Limited to GT2 engine prep levels based on standard bore and stroke - no direct Injection.**"

4. #28033 (Grand Touring Committee) GT3 turbo engines add Honda
In GT3, classify the Honda K20C1 as follows:

GT3 Turbocharged OEM Engines:									
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Restrictor	Weight (lbs)	Notes
Honda K20C1	DOHC	86	86	1928	Alum. Cross flow	4	33 mm TIR	2350	

5. #28035 (Grand Touring Committee) GT3 wing end plate
In GCR, section 9.1.2.F.7.b.12.E., make changes as follows:

"The wing end plates must fit within a rectangle measuring 11.00 inches long by 4.00 inches tall. *may be no more than 64 square inches.*"

GTL

1. #27641 (Joe Harlan) Wing Mounting Upright Size

In GT Category Specifications, section 9.1.2.F.7.b.13., add the following:

"Effective 3/1/2020,

F. Two wing mounting posts must be used, with each one located within 2"-20" inboard from the end of the wing. The exposed portion of the wing mounting posts must not exceed 85 square inches each. Curved brackets will be measured as if they're in a flat plane as viewed from the side. Mounting brackets are to be included in the measurement."

2. #27648 (Tim Linerud) Request to Classify the MK1 two door Jetta

In GTL, classify the Jetta Mk 1 as follows:

GTL Cars -					
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
<i>Jetta Mk 1</i>		<i>3dr</i>	<i>FWD</i>	<i>94.5</i>	

Improved Touring

None.

Production

FP

1. #27922 (Matt Wolfe) Request to Classify 2001-2003 Mazda Protege ES in FP

In FP, classify the Mazda Protege ES (01-03) as follows:

Build a new spec line created for this new classification.

FP	Prep. Level	Weight (lbs)	Engine Type	Bore x Stroke mm/(in.)	Displ. cc/ (ci) (nominal)	Block Mat'l	Head/P N & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheel-base mm/(in.)	Track (F/R) mm/(in.)
<i>Mazda Protégé ES (01-03)</i>		<i>2350 *2409 **2468</i>	<i>4 Cyl DOHC</i>	<i>83.0 x 92.0</i>	<i>1991</i>	<i>Iron</i>	<i>Alum</i>	<i>(I) 31.5 (E) 27.6</i>	<i>Fuel injection</i>	<i>102.8</i>	<i>60.8 / 61.0</i>

Wheels (max)	Trans. Speeds (max)	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) 258 x 24 Vented Disk (R) 261 x 10 Solid Disk</i>		<i>Stock Throttle Body I.D.</i>	<i>Comp. Ratio limited to 11.0:1, Valve lift limited to .450</i>

HP

1. #27782 (SCCA Staff) Update years for the Mazda2, Honda Fit, & Mini

In HP, Mazda2 (07-11), make change as follows:

~~(07-11)~~ *(11-14)*"

In HP, Honda Fit (2015), make change as follows:

~~(2015)~~ *(15-19)*"

In HP, Mini Cooper (07-11), make change as follows:

~~(07-11)~~ *(07-13)*"

2. #27814 (Greg Amy) Allow Dry Sump, Limited Prep Porsche 914

In HP, Porsche 914-4 (1.8L), add to notes as follows:

"A 2-stage dry sump is allowed, but it must be cam-driven only and mounted in the same location as the OEM oil pump."

3. #27854 (Mike Ogren) Please Allow Alternate Rear Axle Housing for RWD Toyota Corolla

In HP, Toyota Corolla (71-74), add to notes as follows:

"Rear axle housing from the 84-87 Corolla is permitted."

4. #27917 (Jack Banha) HP VW Rabbit Convertible 1.6L #1922 and 32mm chokes

In HP, Volkswagen Rabbit 1588 (includes Cabriolet / convertible), change weight as follows:

~~"1785 * 1830 ** 1874~~ **1735 * 1778 ** 1822"**

In HP, Volkswagen Scirocco 1588, change weight as follows:

~~"1785 * 1830 ** 1874~~ **1735 * 1778 ** 1822"**

Prod General

1. #27907 (STEVE SARGIS) Request to List Mazda Miata Throttle Body Size

In FP, Mazda Miata 1.6L (90-97), make changes as follows:

Brakes Std.:

~~"Factory spec @ all 4 wheels~~ **(F) 235 x 18 Vented Disc (R) 231 x 9 Solid Disc"**

Throttle body Diameter:

~~"stock throttle body I.D.~~ **55mm"**

In EP, Mazda MX-5/Miata 1.6L (-1993), make changes as follows:

Brakes Std.:

~~"(F) 235 (9.3) x 18 Vented Disc (R) 231 (9.1) x 9 Solid Disc"~~

Throttle body Diameter:

~~"stock throttle body I.D.~~ **55mm"**

In EP, Mazda MX-5/Miata 1.8L (90-97), make changes as follows:

Brakes Std.:

~~"(F) 235 (9.3) x 18 Vented Disc (R) 231 (9.1) x 9 Solid Disc"~~

Throttle body Diameter:

~~"stock throttle body I.D.~~ **55mm"**

In EP, Mazda MX-5/Miata (94-97), make changes as follows:

Brakes Std.:

~~"(F) 235 x 18 Vented Disc (R) 231 x 9 Solid Disc"~~

Throttle body Diameter:

~~"stock throttle body I.D.~~ **55mm"**

In EP, Mazda MX-5/Miata (99-03), make changes as follows:

Brakes Std.:

"(F) 235 ~~(9.3)~~ x 18 Vented Disc (R) 231 ~~(9.1)~~ x 9 Solid Disc"

Throttle body Diameter:

"stock throttle body I.D. ~~55mm~~"

Spec Miata

None.

Super Touring

None.

Touring

T2

1. #27514 (Van Hunter) Request for Dailey Engineering Dry Sump on 2010 Camaro SS

In T2, Chevrolet Camaro SS/1LE (10-14), add to Notes as follows:

"1LE-SS Track Pack permitted. Tower Brace 22756880, oil-air separator 12653074, 75mm flat plate restrictor required. Springs up to 1200#/in front and rear permitted. Hotchkis swaybars # 22109, TPR rear upper shock mount # 22122, Pfadt lower control arm reinforcement # 1410135, ARE Dry Sump # LS3-3Y, Petersen # 8009W, Aviad # 009-92200, ATI # 917239, DSS # GNCA10-A, Turn One #T40RBZ28P, ZL1 front brake kit #22959672. GM Suspension Part # 23464729 and GM Aero Part #'s 23489551 & 23200132 are allowed. ANZE Suspension Rear Shock Mount #:MT-Camaro-5-R-Race1 allowed. ACS 2010-13 Z28 Spoiler #33-4-155 permitted on the 2010-13. Allow Ground Control rear shock mounting bracket (red bracket P/N SP133C5). Allow Ground Control rear shock mounting bracket (red bracket P/N SP133C5). Aviad Dry Sump #001-13110 allowed. *Dailey Engineering dry sump P/N 20-02-0666-ASSY allowed.* Belt tensioner part number GM 12569301 allowed. Any swaybar up to 35mm front and rear allowed. Lower control arms BMR TCA026 and rear trailing arms BMR TCA026."

2. #27584 (William Moore) Request for Half Shafts - 2014 Camaro SS 1LE

In T2, Chevrolet Camaro SS/1LE (10-14), add to Notes as follows:

"1LE-SS Track Pack permitted. Tower Brace 22756880, oil-air separator 12653074, 75mm flat plate restrictor required. Springs up to 1200#/in front and rear permitted. Hotchkis swaybars # 22109, TPR rear upper shock mount # 22122, Pfadt lower control arm reinforcement # 1410135, ARE Dry Sump # LS3-3Y, Petersen # 8009W, Aviad # 009-92200, ATI # 917239, DSS # GNCA10-A, Turn One #T40RBZ28P, ZL1 front brake kit #22959672. GM Suspension Part # 23464729 and GM Aero Part #'s 23489551 & 23200132 are allowed. ANZE Suspension Rear Shock Mount #:MT-Camaro-5-R-Race1 allowed. ACS 201013 Z28 Spoiler #33-4-155 permitted on the 2010-13. Allow Ground Control rear shock mounting bracket (red bracket P/N SP133C5). Allow Ground Control rear shock mounting bracket (red bracket P/N SP133C5). Aviad Dry Sump #001-13110 allowed. Belt tensioner part number GM 12569301 allowed. Any swaybar up to 35mm front and rear allowed. Lower control arms BMR TCA026 and rear trailing arms BMR TCA026. *Drive Shaft Shop P/N RA-5424 and RA-5425 Allowed.*"

3. #27665 (Andrew Wickline) Request for Parity Among Vehicles

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

"The following parts are allowed: GT/CS Front Fascia #BR3Z-17626-AA, GT/CS Rear Fascia #AR3Z-17F828-AA, Ford Accessories Spoiler #AR3Z-6344210-CA, 14" Brembo Brake Kit #M-2300-S, Rear Axle Cover #M-4033-K, Spring Kit #M-5300-A (M-5310-A front, M5560-A rear. Rear spring relocation to shock permitted with use of this kit), Strut Tower Brace #M-20201-S197, Swaybar Kit #M-5490-A, Jounce Bumper Kit # M-5570-A, Panhard Bar #M-4264-A, Rear Lower Control Arms #M-5649-R1, Rear Upper Shock Mount #M18197-A. Ford Racing oil pan #M-6675-M50BR permitted. Alternate metallic driveshaft is allowed. Front bushing kit M-5638-C permitted. ~~54mm~~ **56mm** flat plate restrictor required. Maximum spring rate 500 lbs (front), 300 lbs (rear)."

In T2, Ford Mustang GT 5.0L (11-14), change Notes as follows:

"The following parts are allowed: GT/CS Front Fascia #BR3Z-17626-AA, GT/CS Rear Fascia #AR3Z-17F828-AA, Ford Accessories Spoiler #AR3Z-6344210-CA, 14" Brembo Brake Kit #M-2300-S, Rear Axle Cover #M-4033-K, Spring Kit #M-5300-A (M-5310-A front, M5560-A rear. Rear spring relocation to shock permitted with use of this kit), Strut Tower Brace #M-20201-S197, Swaybar Kit #M-5490-A, Jounce Bumper Kit # M-5570-A, Panhard Bar #M-4264-A, Rear Lower Control Arms #M-5649-R1, Rear Upper Shock Mount #M18197-A. Ford Racing oil pan #M-6675-M50BR permitted. Alternate metallic driveshaft permitted. Front bushing kit M-5638-C permitted. ~~52mm~~ **54mm** flat plate restrictor required. Maximum spring rate 500 lbs (front), 300 lbs (rear)."

In T2, Ford Mustang GT 5.0L (15-17), change Notes as follows:

"Ford Performance Handling Kit part #M-FR3A-M8, Sway Bars in M-FR3A-M8 kit part #M5490-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~~ **52mm** 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."

In T2, Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04), change Weight (lbs) as follows:

~~3525~~ **3475** w/50mm flat plate restrictor)

3225 (w/45mm flat plate restrictor)

3400 (w 55mm flat plate restrictor, only permitted when using OEM Wheels and Stock Brakes)"

In T2, Chevrolet Corvette C6 Coupe / Grand Sport (05-13), change Weight (lbs) as follows:

~~3450~~ **3400** Add 50 lbs. for larger wheels"

In T2, Porsche 911 / Carrera S 997.2 (09-12), change Notes as follows:

~~60mm~~ **57mm** flat plate restrictor required. Restrictor must be placed in the front of the factory engine air intake manifold opening. The plate must seal the opening so that all air entering passes through the restrictor. Ducting for coolers is free, provided it doesn't change size and/or shape of factory body

panels. Ducting of air to rotors is allowed Removal of rotor dust shields is allowed. Tender springs 60-60-25, and spring holders ZT-1-X002A01 allowed. Springs up to 800#/in front and 1000 #/in rear allowed. Sway bar size and configuration is free. Spoilers & bumper/air dams are free provided they do not exceed the max. body width by any amount and/or the max. body length by more than 1". Rear wings may be no higher than the roofline. Camber adjustment slots may be elongated. Porsche Motorsport front and rear control arms allowed. PDK transmission permitted at +100lbs. Alternate exhaust manifold Cargraphics CARP97DFIFKR allowed."

4. #27746 (Joe Aquilante) Request to Readjust the T2 Porsches

In T2, Porsche 911/ 997 (06-08), change Notes effective 3/1/2020 as follows:

"Ducting for coolers is free, provided it doesn't change size and/or shape of factory body panels. Ducting of air to rotors is allowed Removal of rotor dust shields is allowed. Tender springs 60-60-25, and spring holders ZT-1-X002A01 allowed. Springs up to 800#/in front and 1000 #/in rear allowed. Sway bar size and configuration is free. ~~Spoilers & bumper/airdams are free provided they do not exceed the max. body width by any amount and/or the max. body length by more than 1".~~ Rear wings may be no higher than the roofline. Camber adjustment slots may be elongated. Porsche Motorsport front and rear control arms allowed."

In T2, Porsche 911 / Carrera S 997.2 (09-12), change Notes effective 3/1/2020 as follows:

"60mm flat plate restrictor required. Restrictor must be placed in the front of the factory engine air intake manifold opening. The plate must seal the opening so that all air entering passes through the restrictor. Ducting for coolers is free, provided it doesn't change size and/or shape of factory body panels. Ducting of air to rotors is allowed Removal of rotor dust shields is allowed. Tender springs 60-60-25, and spring holders ZT-1-X002A01 allowed. Springs up to 800#/in front and 1000 #/in rear allowed. Sway bar size and configuration is free. ~~Spoilers & bumper/air dams are free provided they do not exceed the max. body width by any amount and/or the max. body length by more than 1".~~ Rear wings may be no higher than the roofline. Camber adjustment slots may be elongated. Porsche Motorsport front and rear control arms allowed. PDK transmission permitted at +100lbs. Alternate exhaust manifold Cargraphics CARP97DFIFKR allowed."

In T2, Porsche Carrera S (06-08), change Notes:

"60mm flat plate restrictor required. Ducting for coolers is free, provided it doesn't change size and/or shape of factory body panels. Ducting of air to rotors is allowed Removal of rotor dust shields is allowed. Tender springs 60-60-25, and spring holders ZT-1-X002A01 allowed. Springs up to 800#/in front and 1000 #/in rear allowed. Sway bar size and configuration is free. ~~Spoilers & bumper/air dams are free provided they do not exceed the max. body width by any amount and/or the max. body length by more than 1".~~ Rear wings may be no higher than the roofline. Camber adjustment slots may be elongated. Porsche Motorsport front and rear control arms allowed."

5. #27776 (Bob Demers) Request for 2016-2020 Camaro SS Help

In T2, Chevrolet Camaro, 1LE (2016-), change Weight as follows:

"~~3600~~ 3550"

6. #27839 (Marty Grand) Request for Competitive Adjustments to Honda Civic Type R

In T2, Honda Civic Type-R (2017-), change Weight as follows:

"~~3050~~-**3000**"

In T2, Honda Civic Type-R (2017-), change Notes as follows:

"HPD CAT Delete pipe 18150-F23S-R6; HPD 4th Gear Set 23460-F23S-R6; HPD Differential 41100-F23S-R6; HPD RR Damper Mount 52670-F23S-A6; HPD RR Spring Adjuster 52691-F23S-A6; HPD Adjustable RR Upper Arm 52390-F23S-A6; HPD ABS Modulator 57100-F23S-R6; ~~50mm~~ **51mm** TIR required. Alternate grill Custom Tuning FG-CIV16-V3-TR-BK allowed. Any sway bar front/rear up to 30mm allowed. Front springs up to 800lb allowed, rear springs up to 2000lb allowed, **Aftermarket Intercooler allowed.**"

T2-T4

1. #27439 (Carl Fung) Mustang Ecoboost and GT Transmission

In T3, Ford Mustang EcoBoost (2015-), add as follows:

"4.24, 2.54, 1.67, 1.24, 1.00, 0.70 or 4.17, 2.34, 1.52, 1.14, 0.87, 0.69 **or 4.696, 2.985, 2.146, 1.769, 1.520, 1.275, 1.000, .854, .689, .636**"

2. #27902 (Raymond Blethen) T4 RX8 Classification Error

In T3, Mazda RX-8 Base/R3 (04-12), add as follows:

"Mazda RX-8 Base/R3/**Sport/GT** (04-12)"

In T4, Mazda RX-8 Base/R3 (04-12), add as follows:

"Mazda RX-8 Base/R3/**Sport/GT** (04-12)"

3. #27910 (John Heinrich) Request to add Toyota 86 GT to Spec Line

In T3, Toyota 86 (2017-), add as follows:

"Toyota 86, **GT** (2017-)"

In T4, Toyota 86 (2017-), add as follows:

"Toyota 86, **GT** (2017-)"

T3

1. #27442 (Ben Slechta) Nissan 350Z HR Engine Restrictor Plate/Minimum Weight

In T3, Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08), change Weight as follows:

"DE Motor: ~~3225~~-**3275** HR Motor: ~~3275~~ **3325**"

In T3, Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08), change Notes as follows:

"The following are allowed: Track option Aero package, Rear diff cover Nismo part #99996-35TDK or, alternatively parts #383510C021, OEM Breather 38356-EV00A, OEM Stud 38354-0C00A, Nissan Motorsports. Nissan heavy duty spring kit part #99996-65Z30US, Front sway bar max 37mm. Rear sway bar max 25mm. SPC Control Arms 72125 allowed. Springs up to 700 lbs./in. allowed front and rear. HR Engine: Two ~~37mm~~ **42mm** flat plate restrictors required. ~~DE Engine: 57mm flat plate restrictor~~

~~required~~: Rear spring relocation to shock permitted. Zspeed and Z1 alternative clutch slave permitted. Nissan brake kit part number 41000-BRKIT permitted."

In T3, Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08) Spec Z, change Weight as follows:
"DE Motor: ~~3275~~ **3325** HR Motor: ~~3325~~ **3375**"

In T3, Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08), change Notes as follows:
"Nissan Motorsports: Shock Front left P/N E6110-SZ350 & Front right E6111- SZ350 & rear E6210-SZ350, springs front P/N 54010-SZ350 & rear 55020- SZ350, F&R 5600S-SZ350, Front sway bar max 37mm. Rear sway bar max 25mm, Bushings P/N (54541, 54560, 55045, 55148, 55149, 55152, 55153, 55158, 56218) - RRZ30 allowed. Nismo flywheel permitted. SPC Control Arms 72125 allowed. HR Engine: Two ~~37mm~~ **42mm** flat plate restrictors required. 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. Nissan brake kit part number 41000-BRKIT permitted."

In T3, Nissan 370Z (09-16) /370Z NISMO Edition (09-13), change Weight as follows:
"~~3275~~ **3325**"

In T3, Nissan 370Z (09-16) /370Z NISMO Edition (09-13), change Notes as follows:
"5300S-SS370 T-2 spring kit allowed; 54600-SS370 T-2 front and rear sway bar kit allowed. Sports Package is allowed. Two ~~37mm~~ **42mm** flat plate restrictors required. SPC Control Arms 72125 allowed. Max spring rate of 700 lbs/in front and rear. Rear spring relocation to shock permitted. Zspeed and Z1 alternative clutch slave permitted. Any swaybar up to 37mm front and up to 30mm rear allowed."

2. #27572 (Nic Piekarski) Request help for the GMX5

In T3, Mazda MX-5 Global Cup Miata (2016-), change Tire Size as follows:
"**Series spec tires: 215/610 R17 BF Goodrich G-Force Slick, 20/61-17 G-Force Wet-P2G or 225 DOT**"

In T3, Mazda MX-5 Global Cup Miata (2016-), change Notes as follows:
"Shoulder harness installation must conform to FIA mounting specifications that are approved for this vehicle per section 6.2 FIA article 253, safety equipment. Must meet all MX-5 Global Cup rules in Appendix. ~~Tires must conform to the Touring rules.~~ Any OEM or aftermarket hardtop is permitted that retains the OEM roof silhouette, including Mazda hardtop Mazda hardtop part #0000-07-5902- ND and #0000-07-5902-ND part #0000-07-5901 (discontinued DG Motorsports). If a hardtop is used, latches shall be replaced with positive fasteners. OBD2 requirement does not apply. Ballast box may be removed."

3. #27777 (Marshall Mast) Request for 05-10 Mustang GT Suspension Upgrades

In T3, Ford Mustang Coupe GT & Shelby GT 4.6L & Cal. Special (05-10), change Notes as follows:
"The following parts are allowed: Strut tower brace part #M20201-S197, Radiator #M-8005-S197, ~~Ford Spring kit M-5300-Kmax~~ **spring rate of 500 lbs/in front, 300 lbs/in rear**, sway bars M-5490-A, damper kit M18000-A. A flat plate restrictor with two 40 mm holes required directly behind throttle body. Rear

Lower Control Arm Kit # M-5649-R1, Rear Shock Mount Kit # M-18197-A, Jounce Bumper Kit # M-5570-A, Front Strut Mount # M-18183-C allowed. An Aluminum driveshaft is allowed. Rear Axle Cover #M-4033-K, Spring Kit #M-5300A (M-5310-A- Front, M5560-A Rear), Strut Tower Brace #M- 20201- S197, Swaybar Kit #M-5490, Jounce Bumper Kit # M-5570-A, Panhard Bar #M-4264-A, Rear Lower Control Arms #M-5649-R1, Rear Upper Shock Mount #M-18197-A (Rear spring relocation to shock permitted with use of this kit). Alternate metallic driveshaft is allowed. Prothane front control arm bushings 6-220 and 6-218 and differential bushing 6-315 allowed. Ford Racing part # M-2300-S permitted."

4. #27781 (ALI SALIH) Please Update the BMW SpecE46 Rules

In T3, BMW SpecE46, change Notes as follows:

"Must conform to all SpecE46 rules Version ~~2-6~~ **2.7**. SpecE46 spec tire permitted or any DOT permitted up to 225 permitted. No other touring allowances permitted. *Engines may not be modified unless specified in the Spec E46 rules and must conform to touring tech procedures. Driver must possess a current copy of the rules. Dyno results do not ensure engine compliance.*"

5. #27864 (David Matheson) Request for 02-03 WRX Spec Line Parts

In T3, Subaru WRX (02-05), change Weight as follows:

~~"3350~~ **3250"**

In T3, Subaru WRX (02-05), change Notes as follows:

"Following parts are allowed: 27mm max front and rear sway bar allowed, Max spring rate (F) 800 lbs/in, (R) 900 lbs/in. Aftermarket Intercooler allowed. 2006-2007 WRX TR brakes allowed. 2004-2007 WRX STI brakes allowed +100 lbs. 35mm TIR required."

T4

1. #27660 (Jared Lendrum) BRZ/FRS/86 Tire Size in T4

In T4, Subaru BRZ (13-16), change Tire Size (max) as follows:

~~"245~~ **225"**

In T4, Scion FR-S (13-16), change Tire Size (max) as follows:

~~"245~~ **225"**

In T4, Subaru BRZ (2017-), change Tire Size (max) as follows:

~~"245~~ **225"**

In T4, Toyota 86 (2017-), change Tire Size (max) as follows:

~~"245~~ **225"**

2. #27739 (Brian Nelson) NC MX5 2006-2015 Spec Adjustment Request

In T4, Mazda MX-5 / Club Model (06-15), change Weight as follows:

~~"2625~~ **2550"**

Court of Appeals

JUDGEMENT OF THE COURT OF APPEALS Morey Doyle vs. SOM COA Ref. No. 19-12-GL December 10, 2019

FACTS IN BRIEF

Following the Sunday, October 27, 2019, Group 6 Regional race at the OVR Ohio Valley Autumn Classic XXXVIII at Mid-Ohio Sports Car Course, John Blanchard, driver of American Sedan (AS) #63, filed a Protest against Morey Doyle, driver of AS #27, for contact in violation of General Competition Rules (GCR) 6.11.1.A., B., C., and D. (Rules of the Road).

The Stewards of the Meeting (SOM) Corrine Carter, Hugh Laird, Jim Suhr, and Duane Harrington (Chairman) met to hear and rule on the Protest. The SOM heard witness testimony, reviewed witness statements, and viewed video evidence.

The SOM determined Mr. Doyle violated GCR 6.11.1.D. (failure to complete a safe pass). The SOM imposed two penalties: move to last place in class in race Group 6, and probation for two road racing event weekends. The penalties resulted in three penalty points being assessed against Mr. Doyle's competition license.

Mr. Doyle appealed the ruling of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Laurie Sheppard, Michael West, and Jack Kish (Chairman) met on November 21, 2019, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Morey Doyle, received November 13, 2019.
2. Official Observer's Report, including related documents, received November 13, 2019.
3. Full race video from Car #11, received November 13, 2019.
4. Video clip from Car #27, received November 13, 2019.
5. Email testimony from Duane Harrington, SOM Chairman, received November 19, 2019.

FINDINGS

In his appeal letter, Mr. Doyle argues he "was completing a safe pass" and maintained his racing line. To support his appeal, Mr. Doyle submitted video footage not available during the initial SOM hearing.

Mr. Doyle (AS #27) started behind Mr. Blanchard (AS #63) and alongside Jay Pistana (AS #34). At the green flag, both Mr. Doyle and Mr. Pistana moved up alongside Mr. Blanchard. The initial contact occurred on Lap 1, entering the Turn 1 braking zone. The three cars, Car #34 (Pistana), Car #27 (Doyle), and Car #63 (Blanchard), were abreast and in close proximity, with Car #27 in the middle. As Car #63 and Car #34 braked for the turn, Car #34 and Car #27 touched. Car #27 lost control, crossed in front of Car #34, spun across the track, went off driver's right, and was hit by Car #63.

Mr. Doyle's decision to continue the pass attempt further into the turn resulted in contact with Car #34 prior to completion of the pass. Per GCR 6.11.1.D., "The overtaking driver is responsible for the decision to pass another, and to accomplish it safely." The proximity of the cars on the first lap was a contributing factor in the incident. However, the video evidence provided by Mr. Doyle with his appeal is not sufficient to compel the COA to overturn the SOM's ruling.

The COA finds Mr. Doyle was responsible for a failed passing attempt that resulted in Mr. Blanchard being unable to complete the race. The SOM ruling and penalties were within the rules and authorities granted in the GCR.

DECISION

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

CLUB RACING BOARD

The Club Racing Board met by teleconference on January 7, 2020. Participating were Peter Keane, Chairman; David Arken, David Daughtery, Jim Goughary, Paula Hawthorne, Sam Henry, John LaRue, and Shelly Pritchett, secretary. Also participating were: Chris Albin, Bob Dowie, Marcus Merideth, and Steve Strickland BoD liaisons; Eric Prill, Chief Operations Officer, 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

None.

No Action Required

F5

1. #28064 (Zachary Morvik) Parity Eval/Perf Adjustments and/or Methods

Thank you for your letter. The 600cc motorcycle engines have not received annual restrictor changes; the Club Racing Board last changed the restrictor size three years ago. Please see the response to letter #21020, January 2017 Fastrack Technical Bulletin. The change to a 28mm restrictor for the 2020 season is well-supported by rate-of-acceleration data obtained during the 2019 National Championship Runoffs. The Club Racing Board will continue to monitor class performance and will make appropriate, data-based adjustments as necessary.

FC

1. #28116 (Eric Purcell) Formula X and USF2000 car

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

FM

1. #28047 (Sitara Wilson) FM - FX Class letter 28044

Thank you for your letter. The Club Racing Board is tasked with looking after the overall health of all SCCA competition classes, and GCR section 9.1.13.A requires the CRB to annually review participation numbers for U.S. Majors and Runoffs classes. A class that does not maintain sufficient participation numbers has one year to improve its participation level. If the class fails to improve, it will either be incorporated into another class or be designated as a Regional-only class. Formula Mazda had insufficient participation numbers in 2018, but instead of improving the class's participation numbers continued to decline in 2019.

The process of incorporating an underperforming class into another class is the Club Racing Board's responsibility and does not involve a reclassification of an individual car or a recommendation of a rule change that must be approved by the Board of Directors, so the 30-day comment period described in

"The Rule Making Process" and "The Rule Making Flow Chart" was not applicable to Formula Mazda's incorporation into the FX class. However, Formula Mazda's low participation numbers in 2018 were posted on the SCCA's website and provided competitors with a full year's notice of the need to improve the class's participation level in accordance with the requirements of GCR section 9.1.13.A.

2. #28049 (Andrew Entwistle) Formula Mazda

Thank you for your letter. Please see the responses to letters #28044 and #28047 in this Fastrack. The provision for probation relates to the issue of whether a class with fewer than ten entries may crown a National Champion (see GCR section 3.7.4.C.2), not to the process of incorporating an underperforming class into another class, but Formula Mazda's low participation numbers in 2018 were posted on the SCCA's website and provided competitors with a full year's notice of the need to improve the class's participation level in accordance with the requirements of GCR section 9.1.13.A.

3. #28050 (Rodger Fussell) FM Move To FX

Thank you for your letter. Please see the responses to letters #28044, #28047, and #28049 in this Fastrack. Entrants are free to organize an unofficial championship for Formula Mazda competitors within the FX class or to otherwise recognize Formula Mazda competitors' performance in FX.

4. #28052 (Karl Markey) FX Class Formation

Thank you for your letter. Please see the responses to letters #28044, #28047, #28049, and #28050 in this Fastrack.

5. #28073 (Brad Yake) FM Reclassification

Thank you for your letter. Please see the responses to letters #28044 and #28047 in this Fastrack. The provision for probation relates to the issue of whether a class with fewer than ten entries may crown a National Champion (see GCR section 3.7.4.C.2), not to the process of incorporating an underperforming class into another class, but Formula Mazda's low participation numbers in 2018 were posted on the SCCA's website and provided competitors with a full year's notice of the need to improve the class's participation level in accordance with the requirements of GCR section 9.1.13.A.

6. #28092 (Bryan Saxe) FM Elimination

Thank you for your letter. Please see the responses to letters #28044, #28047, and #28049 in this Fastrack. Entrants are free to organize an unofficial championship for Formula Mazda competitors within the FX class or to otherwise recognize Formula Mazda competitors' performance in FX.

7. #28098 (John Goetsch) Reclassification of FM

Thank you for your letter. Please see the responses to letters #28044, #28047, and #28049 in this Fastrack. Entrants are free to organize an unofficial championship for Formula Mazda competitors within the FX class or to otherwise recognize Formula Mazda competitors' performance in FX.

8. #28104 (Paul Crabtree) Complaint About FM Reclassification

Thank you for your letter. Please see the responses to letters #28044, #28047, and #28049 in this Fastrack. Entrants are free to organize an unofficial championship for Formula Mazda competitors within the FX class or to otherwise recognize Formula Mazda competitors' performance in FX.

9. #28132 (Travis Renegar) Concerns and requests with recent FM/FX decision

Thank you for your letter. Please see the responses to letters #28044, #28047, and #28049 in this Fastrack. Entrants are free to organize an unofficial championship for Formula Mazda competitors within the FX class or to otherwise recognize Formula Mazda competitors' performance in FX.

10. #28155 (Randall Voorhies) Opposes changes to FM Class

Thank you for your letter. Please see the responses to letters #28044 and #28047 in this Fastrack. The provision for probation relates to the issue of whether a class with fewer than ten entries may crown a National Champion (see GCR section 3.7.4.C.2), not to the process of incorporating an underperforming class into another class, but Formula Mazda's low participation numbers in 2018 were posted on the SCCA's website and provided competitors with a full year's notice of the need to improve the class's participation level in accordance with the requirements of GCR section 9.1.13.A.

11. #28156 (Jarret Voorhies) Opposes FM to FX

Thank you for your letter. Please see the responses to letters #28044, #28047, and #28049 in this Fastrack. Entrants are free to organize an unofficial championship for Formula Mazda competitors within the FX class or to otherwise recognize Formula Mazda competitors' performance in FX.

12. #28167 (Terrance Carraher) Opposes FM into FX

Thank you for your letter. Please see the responses to letters #28044, #28047, and #28049 in this Fastrack. Entrants are free to organize an unofficial championship for Formula Mazda competitors within the FX class or to otherwise recognize Formula Mazda competitors' performance in FX.

P1

1. #28018 (Kevin Kloefer) Sealed 2.0 and 2.3 Liter MZR Engine

Thank you for your letter. Regarding the sealed 2.0L MZR option, please see the response to letter #28046 in this Fastrack's Technical Bulletin. The sealed 2.3L option was eliminated following the 2017 season. Please see the responses to letter #22614, October 2017 Fastrack Technical Bulletin, and letter #23875, March 2018 Fastrack Technical Bulletin.

GCR

1. #27923 (Tim Linerud) Rain Lights on Non Formula and Sports Racing Cars?

Thank you for your letter. This change is to address a safety issue when racing in the rain and is a fairly simple modification to implement.

2. #27960 (SCCA Staff) Lap Records

Thank you for your letter. Current GCR language is adequate as written.

GT General

1. #25579 (Ron Randolph) Request to Add PCA Club Racing class GTB1 to SCCA T2

Thank you for your letter. No additional requested information has been supplied.

GT3

1. #27890 (Larry Hansen) Request for Nissan Engine Competition Adjustment

Thank you for your letter. Please see latest Fastrack.

2. #27897 (Jason Whitley) Request for Nissan Choke Adjustment

Thank you for your letter. This change is not recommended at this time. The CRB is investigating all 4V vs. 3V engine potential change.

3. #27946 (Chad Bacon) Restrictor Size Change Request

Thank you for your letter. Please see latest Fastrack.

Prod General

1. #27805 (Bill Lamkin) Against a Tire Box Rule

Thank you for your input. This is not a topic that is actively being discussed at the moment. If that were to change, member input will be requested.

T2-T4

1. #27377 (Harley Kaplan) Aftermarket ECU's

Thank you for your suggestion. We are looking at your suggestion closely and we are researching aftermarket ECUs and their future role in the touring classes.

Not Recommended

B-Spec

1. #27881 (Tony Roma) B-Spec Ballast Ideas

Thank you for your letter. The ballast rules are adequate as written.

F5

1. #28065 (Chuck McAbee) Fuel/Air Inlet Area

Thank you for your letter. The calculation of the disparity in the air inlet area of the 600cc motorcycle engines and two-cycle snowmobile-derived engines does not take into account the significant difference between the four-cycle and two-cycle cars' minimum weights. The Club Racing Board will continue to monitor class performance and will make appropriate, data-based adjustments as necessary.

2. #28068 (Jay Novak) Modification to Letter #27664

Thank you for your letter. These changes are not recommended. The Club Racing Board recently adjusted the minimum weight and inlet restrictor of the 600cc motorcycle-engine cars, and the Board of Directors has also approved the use of external jetting devices on the two-cycle cars. Time needs to be afforded these changes to evaluate their effectiveness in promoting competition between the two platforms.

FM

1. #28106 (Melvin Kemper) Reinstate FM as a Stand Alone Spec Class, Per 2019 GCR 9.1.1.E Thank you for your letter. Please see the responses to letters #28044 and #28047 in this Fastrack. The Club Racing Board is tasked with looking after the overall health of all SCCA competition classes, and GCR section 9.1.13.A requires the CRB to annually review participation numbers for U.S. Majors and Runoffs classes. A class that does not maintain sufficient participation numbers has one year to improve its participation level. If the class fails to improve, it will either be incorporated into another class or be designated as a Regional-only class. Formula Mazda had insufficient participation numbers in 2018, but instead of improving the class's participation numbers continued to decline in 2019.

The provision for probation relates to the issue of whether a class with fewer than ten entries may crown a National Champion (see GCR section 3.7.4.C.2), not to the process of incorporating an underperforming class into another class, but Formula Mazda's low participation numbers in 2018 were posted on the SCCA's website and provided competitors with a full year's notice of the need to improve the class's participation level in accordance with the requirements of GCR section 9.1.13.A.

FV

1. #28126 (Thomas Galuardi) Request to Allow Any Rain Tire for Regional Racing.
Thank you for your letter. The Club Racing Board does not recommend this change. Please see the responses to letters #26213 and #26220 in the March 2019 Fastrack Minutes.

GT General

1. #27856 (Jonathan Spiegel) Options for weight adders
Thank you for your letter. The non IRS cars that wish to run IRS in GTL are required to run the 2.5 weight addition.

GT2

1. #27961 (Craig Anderson) Request to Create Separate Spec Lines for Corvette Generations
Thank you for your letter. For Club Racing purposes the CRB feels the rules adequately cover the engine combinations as written.

GT3

1. #27879 (William Davis) Weight adjustment for disenfranchised GT2 cars (Pontiac)
Thank you for your letter. Change is not recommended until such time that the CRB decides to make additional allowances for all "disenfranchised GT2 cars".

EP

1. #27819 (Aaron Downey) Mazda RX3 - Rear Coil-Overs

Thank you for your letter. After much thought, it is believed that changing the type of spring/suspension is too against the core philosophy of the Production Category to be considered.

FP

1. #27612 (Keith Church) Request weight penalty for Mazda Miata

Thank you for your letter. Qualifying results, collected in-car data, and season long competition does not support this change. The top four qualifiers were within half a second of the pole, were all under the track record, and were made up of three different classifications. Unfortunately, the top five qualifying non-Miata vehicles all suffered issues during The Runoffs race, which effected their finishing positions.

HP

1. #27729 (Dick Gagliardi) Request for Weight Adjustment for VW GTI and Scirocco Mk2

Thank you for your letter. Qualifying results, collected in-car data, trap speed data, and yearlong competition does not support this change.

2. #27853 (Mike Ogren) Please Add 100# to Early Honda

Thank you for your letter. Qualifying results, collected in-car data, and season long competition does not support this change. Please also note that the top six non-Honda qualifiers at The Runoffs, four of whom started in the top five, all suffered an issue that effected its finishing position.

Prod General

1. #27977 (Mike Ogren) Please Modernize the Valve Lift Measurement Rule

Thank you for your letter. This is not a significant of enough issue to be worth forcing a large number of competitors to spend significant time and money to re-design their cam shaft(s), with little to no effect on class parity/performance. If the letter writer feels there are certain vehicles that would've benefited significantly enough from this allowance to gain a real and needed performance advantage, then the performance potential of those specific vehicles needs to be looked at individually.

2. #27981 (Mike Ogren) Request for Air Dam Rule Clean Up to Meet Current Tech Protocol

Thank you for your letter. The front splitter/air-dam rules and fender flare rules are adequate as written. Each are well defined individually, and it is the responsibility of the competitor to ensure that their vehicle is in compliance with each. How they chose to tie the two areas together must be done within the confines of these rules as they are written and must be able to pass the scrutiny of tech inspection. The PAC/CRB would like to remind competitors that although "the exterior contour of all wheel openings may be flared", this flaring "may not alter the basic body configuration or change the wheel opening size, location or shape when viewed from the side".

ST General

1. #27638 (Eric Heinrich) Request Traction Control clarification

Thank you for your letter. Traction Control is not permitted to be used in the ST classes.

STL

1. #26917 (Alan Cross) RX8 weight/plate adjustment

Thank you for your letter. The current RX8 Renesis powered STL cars are matched to the MZR 2.0L, without further data, we feel no changes should be made at this time. We will continue to monitor data and evaluate for possible adjustments in the future.

2. #27669 (Tom Fowler) Request for Parity

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the responses to letter #26917, January 2020 Fastrack.

3. #27925 (Christopher Childs) Request for RX8 Parity

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the responses to letter #26917, January 2020 Fastrack.

4. #27938 (Alan Cross) Regarding Letter Number 26917

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the responses to letter #26917, January 2020 Fastrack.

5. #28105 (Alan Cross) Tabled Letter 26917

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the responses to letter #26917, January 2020 Fastrack.

T1

1. #26492 (Randall Smart) Request to Classify Honda J35A4 Engine in GT3

Thank you for your letter. Touring 1 is moving away from classifications like this.

T2

1. #27770 (William Moore) Request to change 9.1.9.2 Touring (T2-T4) category specifications

Thank you for your letter. A rule change is not recommended at this time. Driver egress and safety may be compromised.

2. #28015 (Joe Aquilante) C5 BOP Post Runoffs

Thank you for your letter. As noted, recent changes have been made to these cars. We will continue to monitor the class and these cars.

T2-T4

1. #27431 (Stephen Blethen) Request for Ceramic Seals

Thank you for your letter. Modification of engine internals isn't consistent with the T4 class philosophy.

T3

1. #28051 (Ben Slechta) Nissan 350/370Z Tire Size

Thank you for your letter. The Balance of Performance (BOP) in a class like T3 is established using lap times, data reports, race finishes, and on-track experience. These processes have established that the 350z can be competitive with the 245 tire. There have also been recent changes made to the 350z that should have a significant effect on its performance. Race results and data will be needed before further changes are made.

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.

T2

1. #27582 (William Moore) Request for Two Piece Stop Tech Brake Rotors

In GCR, Section 9.1.9.2.D.6.a.6., add as follows:

"In T2 only - Ferrous metal 2-piece rotors allowed, must be within 5% of OE diameter."

Taken Care Of

FA

1. #28017 (Bill Gillespie) Opposed to 31mm SIR Adjustment for Swift 016

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #27880, January 2020 Fastrack Technical Bulletin.

2. #28021 (Larry Howard) Remove Proposed 31MM SIR and Reinstate the 1420lb Max Weight

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the responses to letter #27880, January 2020 Fastrack Technical Bulletin, and letter #26063, February 2019 Fastrack Technical Bulletin.

3. #28076 (Lee Alexander) Opposed to 31mm Restrictor for Swift 016 in FA

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #27880, January 2020 Fastrack Technical Bulletin.

4. #28077 (Richard Zober) Swift 016 Rules Changes

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #27880, January 2020 Fastrack Technical Bulletin.

FC

1. #28081 (Michael Devins) USF2000 in FX

Thank you for your letter. Please see the response to letter #27793, January 2020 Fastrack Board of Directors Minutes, which was approved as recommended in the Board of Directors' December 2019 meeting, and the response to letter #27903, January 2020 Fastrack Technical Bulletin.

FM

1. #28019 (Melvin Kemper) Opposed to Including FM In the Proposed Formula X Class

Thank you for your letter. Please see the response to letter #27793, January 2020 Fastrack Board of Directors Minutes, which was approved as recommended in the Board of Directors' December 2019 meeting, and the response to letter #27903, January 2020 Fastrack Technical Bulletin.

2. #28044 (Sitara Wilson) FM and FX Classes

Thank you for your letter. Please see the response to letter #27793, January 2020 Fastrack Board of Directors Minutes, which was approved as recommended in the Board of Directors' December 2019 meeting, and the response to letter #27903, January 2020 Fastrack Technical Bulletin.

3. #28096 (Todd McAllister) FM Class Change?

Thank you for your letter. Please see the response to letter #27793, January 2020 Fastrack Board of Directors Minutes, which was approved as recommended in the Board of Directors' December 2019 meeting, and the response to letter #27903, January 2020 Fastrack Technical Bulletin.

GCR

1. #27364 (David Arken) Road Racing Rules on Passing

Thank you for your letter. Racing Room Guidelines are being developed to address the items addressed in the request.

2. #27506 (Sydney Yagel) Radical Cup/SCCA Pro Path to Runoffs

Thank you for your letter. Radical Cup is currently approved in path to Runoffs, please see GCR 3.7.4.A.1.

Prod General

1. #28020 (Keith Church) Cam Lift Measurement

Thank you for your letter. Please see response to Letter #27977 in the current Fastrack.

T1

1. #26909 (THOMAS DEWITT) Request BoP for Ford Mustang FP350S T1-LP

Thank you for your letter. Please see letter # 26662 in current Fastrack.

2. #27578 (Don Van Nortwick) Over-Restricted Shelby FP350S

Thank you for your letter. Please see letter # 26662 in current Fastrack.

3. #27587 (THOMAS DEWITT) Request for Open Springs and Shocks on Ford Mustang FP350S T1-LP

Thank you for your letter. Please see letter # 26662 in current Fastrack.

4. #27588 (THOMAS DEWITT) Request for larger Restrictor on Ford Mustang FP350S T1-LP

Thank you for your letter. Please see letter # 26662 in current Fastrack.

5. #27703 (Touring Committee) Add OEM Shelby FP350S 5.2L to T1

Thank you for your letter. Please see letter # 26662 in current Fastrack.

6. #27926 (Christopher Childs) Request for Restrictor Change for FP350S

Thank you for your letter. Please see letter # 26662 in current Fastrack.

T3

1. #27311 (Michael Kritikos) Request to classify 2006-2012 BMW 330/328 E99/E92 chassis

Thank you for your letter. Please see letter 26663 in current Fastrack.

2. #27955 (Josh Smith) GMX-5 ND2 Cup Car

Thank you for your letter. Please see letter #27572 in January 2020 Fastrack. We recently made changes to this spec line that allows the spec tire. The spec line says "2016-" which includes all versions of the GMX5 car, including ND1 and ND2 variants.

3. #27956 (Josh Smith) GMX-5 BFG Tire

Thank you for your letter. Please see letter #27572 in January 2020 Fastrack. We recently made changes to this spec line that allows the spec tire. The spec line says "2016-" which includes all versions of the GMX5 car, including ND1 and ND2 variants.

What Do You Think

None.

RESUMES

None.

TECHNICAL BULLETIN

DATE: January 20, 2020

NUMBER: TB 20-02

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 2/1/2020. 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.

American Sedan

AS

1. #28007 (American Sedan Committee) Rear Trailing Arms

In AS, Section 9.1.6.4.d.5., change as follows:

"Bushing material is unrestricted except that bushing material must be at least as stiff as stock (i.e. equal or higher durometer rating). "Air", foam or other soft materials that render the control arms ineffective, are strictly forbidden. Control arm to spindle/knuckle ball joints must be stock or equivalent replacement. Ball joint may be welded or positively attached. Original unmodified lower control arms (front and rear), and original unmodified front upper control arms must be retained. *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.* 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."

2. #28010 (American Sedan Committee) Weight reduction for cars running iron heads

In AS Spec Lines, Ford Full Prep Cars (GT-40 & GT-40P), change Notes as follows:

~~"150~~ **200** lb weight reduction."

In AS Spec Lines, General Motors full prep cars, change Notes as follows:

~~"150~~ **200** lb weight reduction."

3. #28226 (American Sedan Committee) 05-10 Mustang with HR cam classification

In AS, classify the 05-10 Ford Mustang Coupe GT as follows:

AS	Wheel-base	Gear Ratios Std. (or Alt.)	Brakes (Max) (in/mm)	Weight (lbs)	Notes:
<i>Ford Mustang Coupe GT HR 4.6L OHC (05-10)</i>	<i>107.1</i>	<i>3.38, 2.00, 1.32, 1.00, 0.68</i>	<i>(F) 316/355 Vented Disc</i>	<i>3200</i>	<i>Max. Wheel Size: 18 X 9.5. Stock brakes or alternate Ford 14" Brembo Brake (Ford Racing Kit #M-2300-S) may be used. Cold Air Intake, Ford Racing Part M-9603-M463 is permitted. Replacement exhaust manifolds, or "headers," may be used. Cylinder head mounting flange(s) shall be no thicker than 0.375 inch, and tubing diameter shall be no</i>

<i>Restricted Prep. (Aluminum Block, Aluminum Heads), 3 valves per cylinder</i>			<i>(R) 300 Vented Disc</i>		<i>greater than 1.625 inch O.D., measured at any tube location one (1) inch from the flange to the collector. 90.2mm (bore) and 90.0 mm (stroke); Compression ratio 10.0:1 max; cam lift at lobe .24" (intake and exhaust); .48" at valve (intake and exhaust). Camshaft lift tolerance .003 inches. K&N 69-3523KP cold air intake permitted. May use Ford Performance camshaft kit P/N M-6550-3V. May use flywheel/clutch as specified in the Full Prep American Sedan rules.</i>
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4. #28227 (American Sedan Committee) 10-15 Camaro Full Prep classification
In AS, classify the 10-15 Camaro Full Prep as follows:

AS	Wheel-base	Gear Ratios Std. (or Alt.)	Brakes (Max) (in/mm)	Weight (lbs)	Notes:
<i>Chevrolet Camaro (10-15)</i>	<i>112.3</i>	<i>2.95, 1.94, 1.34, 1.00, 0.73 Or 3.35, 1.93, 1.29, 1.00, 0.61,</i>	<i>12.2 x 1.27 Disc</i>	<i>3400 Over 313 CID 3700</i>	<i>Engine/transmission installation procedure as provided by SCCA Road Racing Technical Department shall be utilized. Engine built to A/S Build Sheet specifications with the following: Head Casting #'s: 14101081, 14014416; Port Volume (Max.): 081 casting: 170.00 cc IN/65.00 EX; 416 Casting 168.00cc IN/60.00 EX with a 200 lb weight reduction. Edelbrock Cylinder Head Part #'s 608979, 608879 are permitted. Alternate gear ratio sets 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68 are permitted.</i>

B-Spec
None.

Formula/Sports Racing

F

1. #28029 (Formula/Sports Racing Committee) Update list of Formula Category Classes

In GCR section 9.1.1, make changes as follows:

~~"Formula 1000 (FB)"~~

~~"Formula Mazda (FM)"~~

"Formula X (FX)"

2. #28115 (Formula/Sports Racing Committee) FX class E&O

In GCR section 9.1.1.J.A, make changes as follows: "Purpose and Philosophy - The Formula X class is intended for winged, open-wheel formula cars of modest power and performance (sub

~~FB/F1000/FA~~*FA/F3/F1000*). The class is to include cars which a) are built in significant numbers, but not sufficient enough to populate their own class; and b) may not ~~have been~~ constructed to existing class

formulas within the GCR. The class may also include cars which have been built to a recognized SCCA formula but are not running ~~insufficient~~ *in sufficient* numbers to warrant their own class."

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

"1. Formula Mazda – Shall comply with GCR 9.1.1.E (2019)

2. Formula 4 – Shall comply with FIA Formula 4 Technical Regulations (2015) *and all subsequent safety requirements as issued by the FIA and/or SCCA.*

3. USF2000 (tube frame) – Shall comply with FRP F2000 Technical Specifications (2018)

4. Pro Formula F2000 (tube frame) – Engine must be prepared to current FC rules except that ECU map and cams are unrestricted."

3. #28117 (Glen Thielke) Request to add data box mounting plate requirement to all FX cars

In GCR section 9.1.1.J, add a new section as follows:

"K. All cars competing in Majors Races and the Runoffs must have the AIM part #X47KPFSOLO2R0 data box mount installed on the 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 racetrack. Contact AIM and their distributors for direct purchase."

FX

1. #28322 (Club Racing Board) Change to FX Table 1

In FX Table 1 Spec Line, change Pro Formula F 2000 Tube Frame notes as follows:

~~"Engine must be prepared to current FC rules. Except that ECU map and cams are unrestricted. An air restrictor is not required."~~

In FX Table 1 Spec Line, change USF2000 Tube Frame notes as follows:

"Car must comply with FRP MAZDA MZR F2000 Technical Specifications (2018). Car must comply with the 2012 Pro USF2000 rules. Competitors must have the current rules in their possession and present them upon request. The following sections of the 2012 Pro rules do not apply: 14.1.1 thru 14.1.4; 14.12.2 thru 14.12.13; 14.13.1; 14.13.2; 14.13.5; 14.18 in its entirety; 14.19 in its entirety; 14.27 in its entirety; 13.34 in its entirety."

P1

1. #28046 (Formula/Sports Racing Committee) Extend date for removing sealed DP02-spec 2.0L option by one year

In P1 Engine Table, Line F, make changes as follows:

P1 Engine Table						
Spec Line	Engine Series	Max. Displ (cc)	Max. Valves / Cyl.	Req'd Restrictor	Min Weight (lbs)	Notes
F	Group CN-spec Honda K20A-FD2	2000	4	Stock Honda intake manifold with 64mm single throttle body	1400	No engine modifications except dry sump oil system, ECU map, and exhaust. 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.
	Restricted 2.0L-Elan DP02-spec Mazda MZR			Elan Power Products DP02-60-013 manifold assembly with 47.6mm tracts. No modifications.		Must have four (4) numbered seals in place on cam cover, oil pan, front cover, and crank angle sensor as installed by Elan Power Products or Elite Engines. No engine modifications permitted. Sealed engine option will be removed effective 1/1/ 2020 2021 .

GCR

GCR

1. #27929 (SCCA Staff) Update to accepted FAA medicals App C 2.1.A

In GCR Appendix C, section 2.1.A., change as follows:

"A. Everyone who applies for an SCCA Competition License or Permit must submit a completed SCCA Physician's Examination and Medical History Form, ~~a completed Federal Aviation Authority medical form,~~ **a valid Federal Aviation Authority Class 1, Class 2, or Class 3 Medical Certificate or a completed FAA BasicMed Form (FAA 8700-2 Comprehensive Medical Examination Checklist)** ~~an FAA BasicMed form,~~ or a complete NASA approved Medical Evaluation form."

Grand Touring

GT2

1. #27898 (Christopher DeShong) Request to Add Chevrolet SS Body to Appendix L

In GCR Appendix L, section 4.8.4.2.1, add the following:

"All Stock Car bodies are being removed from GT2 in 2021."

In GCR Appendix L, section 4.8.4.2.1, change as follows and renumber:

"5. ~~Dodge Charger~~ Chevrolet SS"

GTL

1. #27641 (Joe Harlan) Wing Mounting Upright Size

In GT Category Specifications, section 9.1.2.F.7.b.13., add the following effective 3/1/2020:

"F. Two wing mounting posts must be used, with each one located within 2"-20" inboard from the end of the wing. The exposed portion of the wing mounting posts must not exceed 85 square inches"

each. Curved brackets will be measured as if they're in a flat plane as viewed from the side. Mounting brackets are to be included in the measurement."

Improved Touring

None.

Legends Car

None.

Production

1. #27934 (Ian Sullivan) Request for Help for Datsun 1200

In HP Spec Lines, Nissan/Datsun 1200, make changes as follows in Carburetor No. & Type:

"(1) 40 DCN, DCNF, IDF, ~~26mm choke(s) req'd.~~ w/ 30mm choke(s), (2) auto type side draft w/ 30mm choke(s) on I.R. manifold."

Spec Miata

None.

Strategic Planning

None.

Super Production

None.

Super Touring

None.

Touring

T1

1. #24916 (Joel Baez) Request to include Subaru WRX/STI 02-18 in T1

In T1 Spec Lines, add Subaru WRX, WRX STI 2005-2020

T1	Maximum Displ.	Min. Weight	Required Restrictor	Engine Notes	Chassis Notes
<i>Subaru WRX, WRX STI 2005-2020</i>	<i>2457 cc</i>	<i>3000</i>	<i>46</i>	<i>Alternate Turbo Permitted</i>	

2. #26662 (Thomas Dewitt) Request Ford Mustang FP350S T1-LP weight and restrictor change

In GCR, T1-LP Spec Lines, Ford Mustang FP350S (2017), change notes as follows:

"Serial number 1-50 ~~51~~ cars as delivered. Additional permitted allowances: DOT tires required. Other consumables are open, alternate driveshaft permitted, aftermarket wheels and fuel cell per Touring category rules permitted. ~~60mm~~ 70mm flat plate restrictor. No other modifications permitted."

In GCR, T1-LP Spec Lines, Ford Mustang GT (15-17), change Weight as follows:
"3400 ~~3500~~"

In GCR, T1-LP Spec Lines, Ford Mustang GT (15-17), change notes as follows:
"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, OEM Performance Package Brembo front BBK 380mm permitted at no weight penalty, ~~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. 70mm flat plate restrictor required."

In GCR, T1-LP Spec Lines, Ford Mustang GT5.0L (2018-), change Weight as follows:
"3400 ~~3500~~"

In GCR, T1-LP Spec Lines, Ford Mustang GT5.0L (2018-), change notes as follows:
"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, OEM Performance Package Brembo front BBK 380mm permitted ~~at no weight penalty~~ ~~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."

T1	Maximum Displ.	Min. Weight	Required Restrictor	Engine Notes	Chassis Notes
<i>Ford Mustang/ Thunderbird</i>	<i>5200 OEM</i>	<i>3500</i>	<i>75mm flat plate restrictor.</i>		<i>Aftermarket K members are permitted. OEM independent rear suspension is permitted.</i>

3. #27145 (Cheyne Daggett) Request to classify Ford Coyote 3rd Gen OEM
In GCR 9.1.9.1, Ford Mustang/ Thunderbird, make change as follows:
"5000 Coyote OEM (15-~~16~~ 17)"

In T1 full prep Spec Lines, add Ford Mustang/Thunderbird:

T1	Maximum Displ	Min Weight	Required Restrictor	Engine Notes	Chassis Notes
<i>Ford Mustang/Thunderbird</i>	<i>5000 Coyote OEM (15-16 17)</i>	<i>3450</i>			<i>Aftermarket K members are permitted. OEM independent rear suspension is permitted. OEM 392mm (F) 380mm (R) brakes are permitted only in the S550 chassis with +100lbs.</i>
	<i>5000 Coyote OEM 18+</i>	<i>3450</i>	<i>65mm Flat Plate</i>		<i>Aftermarket K members are permitted. OEM independent rear suspension is permitted. OEM 392mm (F) 380mm (R) brakes are permitted only in the S550 chassis with +100lbs.</i>

4. #27276 (Miguelangel Aponte Rios) Request alternate dashboard

In T1 Spec Lines, BMW M3 E92 (08-13), add the following to notes:

"Carbon Dash allowed with 25 lb penalty."

In T1 Spec Lines, BMW M3 E92 (08-13), add the following to notes:

"Carbon Dash allowed with 25 lb penalty."

5. #27713 (Adrian Wlostowski) Request for Allowance of Coil Springs on Limited Prep C6 Corvette

In T1-LP Spec Lines, Chevrolet Corvette C-5 Incl. Fxd. Cpe (98-04) Z06 (hardtop) (01-04), add to Chassis Notes the following:

"Leaf spring suspension may be converted to conventional coilover suspension in T1 only."

In T1-LP Spec Lines, Chevrolet Corvette C6 Coupe (05-10) Grand Sport (10-13), add to Chassis Notes the following:

"Leaf spring suspension may be converted to conventional coilover suspension in T1 only."

In T1-LP Spec Lines, Chevrolet Corvette Z06 (06-12), add to Chassis Notes the following:

"Leaf spring suspension may be converted to conventional coilover suspension in T1 only."

T2

1. #27971 (Kurt Rezzetano) 2015- Current Ecoboost Mustang

In T2 Spec Lines, Ford Mustang Ecoboost 2.3 (2015-), change Weight as follows:

"~~3500~~ 3400"

In T2 Spec Lines, Ford Mustang Ecoboost 2.3 (2015-), change Wheels as follows:

"~~18 x 11~~ 19 x 11"

In T2 Spec Lines, Ford Mustang Ecoboost 2.3 (2015-), change Notes as follows:

"~~44mm~~ **50mm** TIR required. Speed Factory Intercooler, part # SF-55-002 permitted. BMR rear upper control arm camber links part#UTCA064 permitted. Performance Package Brembo front BBK and 380mm one-piece rotors permitted (Ford PN M-2300-V) at ~~+100lbs~~. Optional: 6 speed automatic transmission (with paddle shifters)."

2. #28022 (Touring Committee) T2 Mustang

In T2 Spec Lines, Ford Mustang GT5.0L (15-17), change Wheels as follows:

"~~18 x 11~~ **19 x 11**"

In T2 Spec Lines, Ford Mustang GT5.0L (15-17), change Notes as follows:

"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 no weight penalty** ~~+50lbs~~."

In T2 Spec Lines, Ford Mustang GT5.0L (2018-), change Notes as follows:

"Pack part #M-18000-F, Ford OEM Performance Package Brembo front BBK and 380mm rotors permitted (Ford PN M-2300-V) **at no weight penalty** ~~+50lbs~~."

T2-T4

1. #27413 (Michael Pettiford) Please Switch the Solstice GXP as Specified in T2, to T3

In T3 Spec Lines, add T2 Spec information for Pontiac Solstice GXP Coupe / Convertible (07-09) with the following changes in Max Wheel Size:

"18 x 8 **9.5**"

In T3 Spec Lines, add T2 Spec information for Saturn Sky / Convertible (07-09) with the following changes in Max Wheel Size:

"18 x 8 **9.5**"

In T3 Spec Lines, add T2 Spec information for Saturn Sky / Convertible (07-09) with the following changes in Weight:

"~~3250~~ **3200**"

2. #27606 (Raymond Blethen) Request to Classify all Mazda RX8 Models in T3/T4

In T3, change Spec Lines as follows:

"Mazda RX-8 Base/R3/**Sport/GT** (04-12)"

In T3, change Spec Lines as follows:

"Mazda RX-8 Base/R3/**Sport/GT** (04-12)"

T3

1. #26663 (Michael Kritikos) 2006 BMW E90 330i Sedan Classification

In T3 Spec Lines, add BMW 330i 2006-2012:

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:
BMW 330i 2006- 2012	85 mm x 88 mm 2996	2760	18 x 9	245	4.32, 2.46, 1.66, 1.23, 1.00, 0.85	3.15	330 f 336 r	3200	H&R #7049071490 allowed, 600 # springs allowed, 27mm front sway bar allowed, 24 mm rear sway bar allowed.

2. #27658 (Jared Lendrum) Request for 2005 Subaru STI Changes
In T3 Spec Lines, Subaru WRX STI (03-07), change Tire Size as follows:
"275 245"

In T3 Spec Lines, Subaru WRX STI (03-07), change Weight as follows:
"3350 3400"

In T3 Spec Lines, Subaru WRX STI (03-07), change Notes as follows:
"The following parts are allowed: Phoenix Performance brake duct kit # IPBK01. Front Sway bar Whiteline PN #BSF36XXZ and Rear Sway bar Whiteline PN #BSF37XZ allowed. Racecomp Brake duct kit part #RCE-CFKBK is allowed. Max spring rate (F) 800 lbs/in, (R) 900 lbs/in. Aftermarket Intercooler allowed. 35mm 37mm TIR required. 18x10 wheels allowed +100 lbs."

In T3 Spec Lines, Subaru Legacy GT/Spec B (05-09), change Weight as follows:
"3300 3350"

In T3 Spec Lines, Subaru Legacy GT/Spec B (05-09), change Notes as follows:
"Up to 22mm front and 20mm rear sway bars allowed. Intercooler allowed. Max F/R spring rate 800 lb/in. 35mm 37mm Turbo inlet restrictor required. SPC- 67665 rear camber arm allowed."

3. #27700 (Matthew Fess) Request to Classify 2017 Ford Fiesta ST

In T3 Spec Lines, add Ford Fiesta ST:

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>Ford Fiesta ST (2014-)</i>	<i>1596</i>	<i>2490</i>	<i>17 x 9</i>	<i>245</i>	<i>3.72, 2.05, 1.36, 1.03, 0.82, 0.69</i>	<i>3.8 2 (F) 280 (R)</i>	<i>254</i>	<i>2600</i>	Eibach 35143.880, or Ford racing suspension kit (part # TBA). Spool tuning part #FFISTWBM or Cobb Tuning rear motor mount part # 892001.Whiteline # KCA412. Front strut brace. Any spring up to a maximum spring rate of 500 pounds front and 800 pound rear may be used. <i>K&N # 57-2587 ALLOWED</i>

T4

1. #27831 (Nick Leverone) Request for Factory Installed Wings on Subaru BRZ

In T4, change Spec Lines as follows:

"Subaru BRZ, *BRZ Limited* (13-16)"

In T4, change Spec Lines as follows:

"Scion FR-S, *10 series* (13-16)"

2. #27906 (Michael Paramore) Request to Classify Chevy Sonic 1.4 In T4

In T4 Spec Lines, add the Chevrolet Sonic 2011+

T4	Bore x Stroke(mm)/ Disp. (cc)	Wheel-base (mm)	Wheel Size(in.)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>Chevrolet Sonic 2011+</i>	<i>72.5 x 82.6 1364 cc</i>	<i>2525 mm</i>	<i>18 x 7.5</i>	<i>225</i>	<i>3.82, 2.05, 1.30, 0.96, 0.74, 0.61</i>	<i>3.65</i>	<i>Front: 276 Rear: 230 (drum)</i>	<i>2800</i>	<i>28mm TIR required. Eibach 38160.140 allowed. ZYP Part # ZZ-SNCRSB allowed. Front strut Brace allowed</i>

3. #28129 (Kenneth H Payson) Weight Change Request for 1999 Mazda Miata
In T4, Mazda MX-5 / Miata, 2001-2005, change the weight as follows:
"2450-2400"

In T4, Mazda MX-5 / Miata, 1999-2000, change the weight as follows:
"2450 2400"

Recommended Items – Effective February 01, 2020

The letters listed below were voted on by the BoD at the face to face meetings held at the National Convention on January 16, 2020. These rule changes will be effective on February 01, 2020.

B-Spec

1. #27686 (James Rogerson) Request for Automatic Transmission Inclusion
In GCR, section 9.1.10.E.9., make the following changes:

"Radio/stereo audio equipment and air conditioning refrigerant systems are the only options permitted and may be non-manufacturer, standard equipment. Two way radios may be used. Hand controls are allowed in those instances where the driver can demonstrate the physical need for them. *Automatic and cvt transmissions versions of all legal cars are legal for competition in B-Spec meeting their spec line. Models with OEM paddle shifters are acceptable.*"

2. #27687 (James Rogerson) Request to Add Transmission Coolers to Automatics
In GCR, section 9.1.10.E., add the following:

"43. Auxiliary transmission coolers may be approved on a case by case basis. Part numbers must be submitted and added to the cars spec line."

GCR

1. #27647 (James Rogerson) Request Passenger Seat replacement
In GCR, section 9.1.41., add the following:

"A passenger seat meeting all the specs of the driver's seat may be installed in the front passenger seat position. The seat may not be occupied during SCCA racing events."

2. #27753 (Richard Muise) Directive to Front Row Drivers Behind Pace Car
In GCR Section 6.5.2.B.1., make changes as follows:

"The front row drivers must ~~be advised~~ not to pass the pace car."

3. #27824 (SCCA Staff) GCR Event Credential Section 4.5.2 Change
In GCR, section 4.5.1., make changes as follows:

"Anyone participating in an event must sign the SCCA Release and Waiver of Liability Agreement (*unless an annual waiver is on file at SCCA National Office*) before an event credential (pass) will be issued."

In GCR, Section 4.5.2., change as follows:

"A. An SCCA-issued ~~photo ID~~ *One of the accepted forms of Photo ID* is required for any registered event participant who is an SCCA licensed member.

1. An SCCA-issued photo ID (hard card or electronic form) issued by the SCCA National Office, SCCA Pro Racing or an SCCA Region.
 2. A Government issued photo ID (Driver's License, State Identification Card, U.S. Military ID, or Passport) with verification of current SCCA license and membership. The credential for the event must be clearly visible.
- B. The member's name, current photograph, SCCA membership number, and credential for the event must be clearly visible. *Identification cards from any other organization will not be accepted.*
- C. Accepted photo IDs are those issued by the SCCA National Office, the Road Racing Department, the SCCA Pro Racing Department, or an SCCA Region. Any of these must be honored by any SCCA Region. *A non-member or weekend member will be issued a paper pass or a wristband.*
- D. Identification cards from any other organization, including civil authorities, will not be accepted.
- E. A non-member or weekend member will be issued a paper pass or a wristband rather than a photo ID."

GT General

1. #27323 (Todd Oppermann) Windshield Clips
In GCR section 9.1.2.F.6.c.1, add as follows:
Alternatively, the bottom may be captured in a channel.
"No clips or straps are required if bonded-glass factory windshields and/or rear windows are attached to chassis per original specifications (i.e., glass-bonding adhesive)."

T2

1. #27582 (William Moore) Request for Two Piece Stop Tech Brake Rotors
In GCR, Section 9.1.9.2.D.6.a.6., add as follows:
"In T2 only- Ferrous metal 2-piece rotors allowed, must be within 5% of OE diameter."
2. #27912 (RICHARD KULACH) Request for Alternative Brake Kit on Nissan 370Z
In T2, Nissan 370Z (09-17) / 370Z NISMO Edition (09-17), change Notes as follows:
*"5300S-SS370 T-2 spring kit allowed; 54600-SS370 T-2 front and rear sway bar kit allowed. Sports Package is allowed. Springs up to 1000 lbs/in front and rear allowed. 54010- SZ350 (F) and 55020-SZ350 (R) allowed. Cold Air Intake allowed. Header permitted - Part # 14002-SS370. Rear spring relocation permitted to allow coil over shocks. SPL suspension kit permitted that includes: rear camber arms #SPL RLL Z34, SPL rear toe arms #SPL RTA Z34, SPL rear traction arms #SPL RTR Z34, SPL front camber arms #SPL FUA Z34, SPL rear mid link #SPL RML Z34. Zspeed and Z1 alternative clutch slave permitted. *The following STOPTECH parts are allowed with a 50 Lb penalty: #83.488.6800.51 front, 83.657.0057.51 rear.*"*

T4

1. #27329 (David Mead) Request to Allow Brake Upgrade on T4 Mustang
In T4, Ford Mustang V6 (05-10), add to notes as follows:
*"An Aluminum driveshaft is allowed. Any LSD permitted. *Ford brake kit M-2300-D allowed.*"*
2. #27659 (Derrick Ambrose) Request for 2014-2018 Mazda3 GT Brakes
In T4, Mazda3 (14-18), add to notes as follows:

"Any spring up to 800 lbs. front and 1000 lbs. 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. *RH Caliper GHY9-33-99Z, LH Caliper GHY9-33-98Z, Rotor GHR1-33-251A allowed.*"

3. #27763 (Ron Munnerlyn) Request to allow aftermarket OEM coolant expansion tank

In T4, GCR section 9.1.9.2.D.3.a.2., add the following:

"Any radiator and fans are permitted, provided it mounts in the original location, maintains the same plane as the original core, and requires no body or structural modifications to install. No new openings created by fitting an alternate radiator may be used to duct air to the engine. *Any expansion tank permitted as long as it serves no other purpose.*"

4. #27764 (Ron Munnerlyn) Request to allow aftermarket OEM power steering reservoir

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

"Allow Mazda header part number 0000-06-5407. Any OEM or aftermarket hardtop is permitted that retains the OEM roof silhouette, including Mazda hardtop and part #0000-07-5901-CC. *Aftermarket power steering reservoir is allowed.*"

5. #27892 (John Heinricy) Request for Replacement Clutches

In GCR, Section 9.1.9.2.D.i.5., change as follows:

~~"T2-T3 only:~~ Any clutch disc and pressure plate of OEM diameter may be used, provided that they shall be bolted directly to an unmodified stock flywheel and is no lighter than 95% of the factory OEM clutch disc and pressure plate."

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS Mauro Fauza vs. SOM COA Ref. No. 19-13-SE December 5, 2019

FACTS IN BRIEF

Following the Saturday, November 2, 2019, Group 7 race of the 2019 American Road Race of Champions at Michelin Raceway Road Atlanta, Assistant Chief Steward (ACS) Russ Gardner filed a Chief Steward's Action (CSA) against Mauro Fauza, driver of Formula Continental (FC) #55, for a false start in violation of General Competition Rules (GCR) 6.5.2.B.1. (The Pace Lap). The CSA penalized Mr. Fauza two positions in class. Mr. Fauza protested the CSA.

The Stewards of the Meeting (SOM) John Fine, C Michael Powell, and Robert Mayes (Chairman) met to hear and rule on the Protest. The SOM heard witness testimony, evaluated witness statements, and reviewed race control logs. After review, the SOM upheld the CSA and disallowed the protest. Mr. Fauza appealed their decision.

DATES OF THE COURT

The SCCA Court of Appeals (COA) James Averett, Jack Kish, and Pat McCammon (Chairman) met on December 5, 2019, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Mauro Fauza, received December 3, 2019.
2. Official Observer's Report, including related documents, received December 3, 2019.

FINDINGS

Mr. Fauza provided no new evidence to support his appeal. The Group 7 race included multiple car classes; FC cars were segmented into a second group led by a second pace car. Mr. Fauza (FC #55) was the pole sitter in class. The appointed Start Judge reported FC #55 accelerated and was approximately one car length ahead of the second place FC car prior to the FC group's green flag. A second witness also described FC #55's acceleration prior the green flag. In his appeal, Mr. Fauza alleges the second-place starter slowed, and asserts, "As the pole setter [sic], my responsibility is to set the starting pace as I did." The COA notes Mr. Fauza did not raise his argument (second place car slowed) in his testimony before the SOM.

GCR 6.5.2.B.1. states, “Drivers may not pass the pace car until it turns off its emergency lights and pulls off the track, and the pole car will maintain the speed of the pace car before it pulled off track until the green flag.” The COA reviewed the Official Observer’s Report and available witness statements from the event and finds the SOM reached a reasonable conclusion when they determined FC #55 accelerated to a speed above that of the pace car prior to the green flag in violation of GCR 6.5.2.B.1. The penalty assessed by the SOM was within the rules and authorities granted in the GCR.

DECISION

The COA upholds the SOM decision in its entirety. Mr. Fauza’s appeal is not well founded. His entire appeal fee will be retained by SCCA.

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | February 4, 2020

The Club Racing Board met by teleconference on February 4, 2020. Participating were Peter Keane, Chairman; David Arken, David Daughtery, Jim Goughary, John LaRue, Paula Hawthorne, Sam Henry, Tony Ave, and Shelly Pritchett, secretary. Also participating were: Bob Dowie, Chris Albin, and Marcus Meredith, BoD liaisons; Eric Prill, Chief Operations Officer, 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

None.

No Action Required

B-Spec

1. #28125 (James Rogerson) Request to Classify Four Door Chevy Sonic Sedan
Thank you for your letter. Please refer to letter #27948 in the current Fastrack.

F

F5

1. #28185 (Jim Murphy) Request to clarify rule change procedure for F500 rear spoiler
Thank you for your letter. The Club Racing Board recommended this rule change in March 2018. Please see the response to letter #23870, April 2018 Fastrack Minutes. After the proper comment period, the Board of Directors approved the proposed change as recommended in its August 2018 meeting. Please see the response to letter #23870, October 2018 Fastrack Board of Directors Minutes. The rule change went into effect January 1, 2019.

FM

1. #28019 (Melvin Kemper) Opposed to Including FM In the Proposed Formula X Class
Thank you for your letter. Please see the response to letter #27793, January 2020 Fastrack Board of Directors Minutes, which was approved as recommended in the Board of Directors' December 2019 meeting, and the response to letter #27903, January 2020 Fastrack Technical Bulletin.

FX

1. #28465 (Dale VandenBush) Question for FM/FX
Thank you for your letter. The Formula X class was not intended to be an "incubation" class created for the purpose of allowing included cars to potentially become separate U.S. Majors classes.

P1

1. #28198 (Keith Carter) Request more data input with data boxes
Thank you for your letter. The CRB appreciates the concern for collecting sufficient data for decision making. There are many factors that influence data collected at any given event; track configuration,

weather conditions, and most important entry list. For Major's events the entry list is reviewed and must represent a reasonable mix of engine platforms for data to be collected. The CRB will continue to monitor the entry lists and collect data where there is a reasonable expectation of good data being available.

2. #28400 (Michael Major) P1 Sealed 2.0L Engines

Thank you for your letter. Competitors have always had the ability to choose between running a DP02-spec sealed 2.0L engine without an inlet restrictor under Line F or an unsealed 2.0L engine with a 30mm SIR under Line G. Delaying the previously announced sunset date for the DP02-spec sealed engine option until 1/1/2021 does not affect a competitor's ability to run an unsealed 2.0L engine during the 2020 season.

GCR

1. #27871 (Jim Creighton) Windshield Clips/Straps

Thank you for your letter. The new rule is appropriate as written in 2020 GCR 9.3.55.

2. #28248 (C W Armbrust) F&C Licensing

Thank you for your letter. It has been forwarded to the specialty license division.

GT2

1. #28042 (Phillip Reith) Request to Reintroduce Rear Spoiler

Thank you for your letter. A rear spoiler has not been prohibited in GT2.

2. #28127 (Alex Phelps) In Regard to Letter #27570

Thank you for your letter. Please see letter # 28119 in current Fastrack.

3. #28180 (Jon Anderson) Request adjustments for C5 corvette (1997-2004)

Thank you for your letter. Please see letter # 27961 in February 2020 Fastrack.

GT3

1. #28183 (Mark Crellin) Request Nissan 200 SX Classification

Thank you for your letter. Car and engine are already classified in GT3.

Prod General

1. #27529 (Peter Jankovskis) Request all current BSpec cars be allowed to compete in HP

Thank you for your letter. The Production Advisory Committee (PAC) is committed to creating, managing, and balancing Production classifications and Production cars. The PAC does agree that every car actively being raced in B-Spec should have an available classification in Production. Effort has been made over the past several months to make the necessary additions to Production so that every make/model that was raced in BS at the 2019 Runoffs, now currently also has a Production classification that it could compete under. If there are any B Spec racers whose vehicle is still not included in Production, and they are interested in competing in Production, they are urged to send in a letter for Production classification. Please note that by running under a Production classification, the competitor is expected to compete to the 9.1.5 Production Category rules of the GCR.

Please also note the current existence of Production Category rule 9.1.5.B.5, which allows Improved Touring cars (a non-Runoffs eligible category) to compete in the Production class in which the same make and model car is classified, but wholly under the preparation, modification, and classification of their Improved Touring spec line and the Improved Touring rules.

2. #28245 (WILLIAM TRAINER) Metal Shims to Attain Compression

Thank you for your letter. It is believed that this would already be considered legal under the rule 9.1.5.E.1.m.1 and 9.1.5.E.1.m.1: "The use of alternate engine components which are normally expendable and considered replacement parts, such as fasteners, gaskets, seals, bearings, water pumps, etc., is permitted."

Strategic

1. #26991 (Harley Kaplan) Time to change the show

Thank you for your letter. The CRB has been working closely with the committees to monitor and classify cars as required in each category. For 2020, the Runoffs qualification criteria have changed from "starts" to "finishes".

STL

1. #27816 (Jacob Clark) Request to Classify K20A

Thank you for your letter. The JDM and Euro K20s are STL legal with the use of the USDM intake manifold, 11.0:1 compression and 0.425 valve lift or the USDM OEM cam shaft. Aftermarket pistons are allowed in STL to achieve the 11.0:1 compression ratio.

STU

1. #27632 (Eric Heinrich) Request small displacement NA engines intake/tb

Thank you for your letter. STU aftermarket intake manifolds are approved on a case by case basis.

T2-T4

1. #27901 (Raymond Blethen) Request to Restrict Jack Point Size

Thank you for your letter. We will monitor this situation and if it becomes a problem, we will make a change.

Not Recommended

B-Spec

1. #27718 (G. Brian Metcalf) Request to Allow All Base Model Mini Coopers in B-Spec

Thank you for your letter. Please refer to letter #27861 in the current Fastrack.

2. #27970 (Chris Salyer) Request for Mazda 2 Radiator

Thank you for your letter. The CRB does not recommend opening the radiator to any aftermarket part on the Mazda 2. When a cooling solution for the Mazda is identified with part numbers we will consider their inclusion.

FA

1. #28179 (Dudley Fleck) Request Inlet Restrictor change

Thank you for your letter. This change is not recommended at this time. The Club Racing Board will continue to monitor class performance and will make appropriate, data-based adjustments as necessary.

FF

1. #28133 (Joseph Marcinski) Request new FF parts approval

Mr. Joseph Marcinski, Letter # 28133

Thank you for your letter of January 6, 2020 concerning an alternative piston, rings, wrist pin and valves for Formula F. Although your letter failed to designate what engine these parts were intended for, we will assume that it is the Ford Kent 1600 cross-flow.

First, your letter provides no detail concerning the Manley valve(s) you propose for use. No part number, drawings, part(s) or dyno comparison. It is not possible for this part to be evaluated on what has been submitted.

Be advised that JE submitted a request for approval of a piston on or about November 9, 2018 for the Ford Kent 1600 cross-flow engine through SCCA's letter system. That request included an engineering drawing of the piston, but did not include dyno comparison results or a sample part. It was further unclear to the FSRAC at that time, and to this day, whether JE has actually manufactured a piston or has simply produced a drawing and will produce such if asked to do so. The FSRAC recommended to the CRB that the request be denied. The CRB accepted that recommendation and published notice thereof in the January 2019 Fastrack. A follow-up inquiry was made by JE's Jim Irwin concerning the request and a response was provided by the FSRAC Chairman, David Locke, on February 1, 2019. The letter advised Mr. Irwin that the FSRAC did not see evidence of a need for an alternative Kent piston, but assuming that such need could be demonstrated a dyno comparison to the currently approved piston would be required. Locke welcomed further submission of dyno test results and a sample piston; to date JE has not made further inquiry or submission on this matter.

As you may or may not be aware, about twenty (20) years ago parts for the Kent engine were in very short supply and the quality of those available were questionable. Since that time members of the Formula F community have worked to produce parts, including a block, which have proven to be of good quality and provide a useful engine life many times that which existed previously. In the absence of a proven shortage of parts, or valid reason for approving "alternative" parts, we do not believe it prudent to introduce such into the stream of competition. Even "if" the proposed parts are dimensionally the same, differences in material composition and processing could result in a part that would not produce the same power or worse yet, longevity. It would at a minimum introduce a variable into the class that could result in "perceived" performance differences which we believe would have a negative impact upon its overall health.

Thank you for your continued support of Formula F and the SCCA.

P2

1. #28072 (GREG GYANN) No Assisted Shifting for FIA Group CN Cars in P2

Thank you for your letter. The Club Racing Board does not recommend this change. The Group CN spec line divides equipment into two categories: (1) certain listed components of the original FIA homologation that competitors are required to use; and (2) certain listed components permitted by the premier V de V Endurance Series that competitors are allowed to use. The shifting system is not one of the original FIA-homologated components that competitors are required to use, but assisted shifting is one of the components permitted by the V de V Endurance Series that competitors are allowed to use. The intent of the spec line is to allow CN cars to run in P2 as they run in the V de V Endurance Series, and to control the cars' performance in P2 by the use of an appropriately-sized flat plate intake restrictor, as determined by rate-of-acceleration data obtained by the SCCA. The Club Racing Board will continue to monitor class performance and will make appropriate, data-based adjustments as necessary.

GT2

1. #28028 (Barry Boes) BOP of TA2 Cars in GT2

Thank you for your letter. The car is competitive as classed and the CRB will continue to monitor performance at the Super Tour and Runoffs for all drivers/cars combinations in class.

2. #28069 (Brad McAllister) Request to Repeal the TA2/GT2 100lb Addition

Thank you for your letter. The car is competitive as classed and the CRB will continue to monitor performance at the Super Tour and Runoffs for all drivers/cars combinations in class.

3. #28084 (Barry Boes) GT2 Super Tour Results

Thank you for your letter. The car is competitive as classed and the CRB will continue to monitor performance at the Super Tour and Runoffs for all drivers/cars combinations in class.

GT3

1. #28097 (Jim Froula) GT3 Nissan Inlet Restrictors

Thank you for your letter. The car is competitive as classed and the CRB will continue to monitor performance at the Super Tour and Runoffs for all drivers/car combinations in class.

IT General

1. #27941 (chi ho) Request to Allow Removal of Mass Air Flow Sensor

Thank you for your letter. The CRB believes the rule is correct at this time but will continue to keep the request in mind for a review of the ITCS.

HP

1. #28228 (Mike Ogren) Request to measure Toyota push rod 2TC engine cam lift as raced

Thank you for your letter. This request is not recommended at this time. Factory valve clearances cannot be taken into account for every classification, nor is it believed that variances of this spec from car to car will have any effect on performance potential or class balance.

2. #28229 (Mike Ogren) Request to move the MR2 to FP

Thank you for your letter, but this request is not recommended at this time. No new knowledge has been presented to make performance potential expectations any different than originally believed. This classification has also not been campaigned enough to gather sufficient real world data, nor has it been campaigned at the highest levels and subject to thorough technical checks and investigation.

SM

1. #28283 (Nathan Klein) Hardtop Back Glass Substitution

Thank you for your letter. The SMAC investigated the suggested unavailability of this part and concluded the replacement glass is available through Mazda.

ST General

1. #27430 (Dale Shoemaker) Request for RX8 Window Framework Removal

Thank you for your letter. Current window removal rules are adequately written.

2. #27806 (Bill Lamkin) Strut Car Weight Reduction (Existing Rule) Question

Thank you for your letter. With the allowable STU suspension pick up point modifications, the CRB believes a front strut weight reduction is necessary. The CRB will continue to monitor performance.

3. #28188 (Eric Heinrich) Request to allow polycarbonate for sunroof replacement

Thank you for your letter. Sun roof replacement rules are adequate as written.

STL

1. #27459 (Robert Tanon) PWC TCA MX5 2.0 weight revision

Thank you for your letter. PWC TC MX5 rule set is no longer available to the SCCA.

STU

1. #27458 (Robert Tanon) Request for PWC TC MX5 2.5 Weight Revision

Thank you for your letter. PWC TC MX5 rule set is no longer available to the SCCA.

2. #27532 (Michael Kritikos) Request to Change Tire Section Width to Weight Based

Thank you for your letter. Current STU tire rules are adequately written.

3. #27620 (David Muramoto) Request to Classify Nissan 350Z in STU

Thank you for your letter. The Nissan VQ30 engine is eligible for STU.

4. #27630 (Eric Heinrich) Request small displacement NA engines need help

Thank you for your letter. The CRB does not believe STU small displacement engines need to be adjusted. The CRB will continue to monitor performance.

5. #27633 (Eric Heinrich) Request advanced aero changes

Thank you for your letter. Current advanced aero rules are adequately written.

6. #27634 (Eric Heinrich) Request a mid-engine placement adjuster

Thank you for your letter. The CRB does not believe STU mid engines chassis need to be adjusted. The CRB will continue to monitor performance.

7. #27635 (Eric Heinrich) Request FWD weight adjustment

Thank you for your letter. The CRB does not believe STU FWD weights need to be adjusted. The CRB will continue to monitor performance.

8. #27636 (Eric Heinrich) Request to fix the TIR chart errors

Thank you for your letter. The CRB does not believe STU FWD weights need to be adjusted. The CRB will continue to monitor performance.

9. #27644 (Christopher DeShong) Aftermarket Intake Manifolds and Throttle Bodies

Thank you for your letter. STU aftermarket intake manifolds are approved on a case by case basis. Aftermarket throttle bodies are not within the STU class philosophy.

10. #28071 (Thomas Green) Request for STU Car Adjustment (Approved Turbo)

Thank you for your letter. Please refer to 9.1.4.1.H.5 the STU alternate turbo list.

T2

1. #27767 (William Moore) Request weight for automatic transmissions

Thank you for your letter. Recent changes to T2 have been made and we will continue to monitor the BOP in the class. Please Note, there is already a 100 pound penalty for the PDK.

2. #27919 (Ryan Szyjakowski) Request for E46 M3 Big Brake Kit

Thank you for your letter. There are already 2 options on this spec line. We feel that the current rules are complex enough and adding another option over-complicates the rules set.

T2-T4

1. #28036 (Chip Bailey) No Adjustable Shocks and Reduce Weight on the Mazda

Thank you for your letter. No change is recommended at this time. We will continue to monitor the class.

T4

1. #27876 (Derrick Ambrose) Request for 8 Inch Wide Wheels on FWD Cars

Thank you for your letter. The TAC likes to use race data to make changes to cars on a case by case basis. The current BOP in the class has been established using the current allowances for each of the cars that are classed. If a change is needed, we'd prefer to evaluate one car at a time.

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.

ST General

1. #28224 (SCCA Staff) Request to clarify wicker height

In ST, GCR section 9.1.4.D.4.d., add as follows:

"Maximum allowable wicker height is 0.50 inches."

Taken Care Of

F

FF

1. #28134 (Eric Little) Request new FF parts approval

Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

2. #28135 (Rick Hiland) Request new FF parts approval

Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

3. #28136 (Sam Youngman) Request new FF parts approval

Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

4. #28137 (Jay Ivey) Information for Formula Ford rules

Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

5. #28140 (Charles Smith) Request new FF Parts Approval

Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

6. #28141 (Paul Reineck) Request new FF parts approval

Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

7. #28142 (John D'Addario) Request new FF parts approval

Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

8. #28144 (Joe Fisher) Request new FF parts approval

Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

9. #28146 (Blake Tennessen) Request new FF parts approval

Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

10. #28147 (Keith Joslyn) Request new FF parts approval

Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

11. #28148 (Paul Wilson) Request new FF parts approval

Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

12. #28149 (James Adleberg) Request new FF parts approval

Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

13. #28151 (Ed Little) Request new FF parts approval

Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

14. #28152 (John Butt) Request new FF parts approval

Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

15. #28154 (William Garrett) Request new FF parts approval

Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

16. #28159 (Derek Holmes) Request new FF parts approval

Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

17. #28161 (Douglas Fisher) Request new FF parts approval

Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

18. #28163 (Raymond Boyer) Request new FF parts approval

Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

19. #28164 (Wayne Nicolette) Request new FF parts approval

Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

20. #28165 (Norman Marshall Jr) Request new FF parts approval

Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

21. #28166 (Kevin Brumbaugh) Request alternate FF engine parts

Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

22. #28170 (Chip VanSlyke) Request proposal for alternate parts for FF Kent Engine

Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

23. #28172 (Mark Walthew) Request new FF parts approval

Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

24. #28173 (Andy Paterson) Request new FF parts approval

Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

25. #28174 (Stewart Paterson) Request new FF parts approval

Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

26. #28178 (John Nesbitt) Request Formula Class Management

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

27. #28190 (Mike Agnifilo) Alternative FF piston and valve request

Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

28. #28191 (Samuel Eyer) Request new FF parts approval requested

Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

29. #28192 (Roland Johnson) Opposes alternative FF Proposed parts

Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

30. #28216 (Doug Learned) Opposes proposed new engine parts for FF (pistons and valves)

Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

31. #28235 (Alan VanDeWeghe) Support for New FF Parts Approval Request

Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

32. #28270 (Mark Mervich) New Formula Ford Parts Request

Thank you for your letter. Please see the response to letter #28133 in this Fastrack.

FM

1. #28207 (Bill Weaver) Please reconsider moving Formula Mazda into FX

Thank you for your letter. Please see the responses to letters #28044, #28047, and #28049 in the February 2020 Fastrack Minutes. Entrants are free to organize an unofficial championship for Formula Mazda competitors within the FX class or to otherwise recognize Formula Mazda competitors' performance in FX.

2. #28208 (Stewart. Tabak) Request one-year probationary status for FM

Thank you for your letter. Please see the responses to letters #28044 and #28047 in the February 2020 Fastrack Minutes. The provision for probation relates to the issue of whether a class with fewer than ten entries may crown a National Champion (see GCR section 3.7.4.C.2), not to the process of incorporating an underperforming class into another class. Please however note that Formula Mazda's low participation numbers in 2018 were posted on the SCCA's website and provided competitors with a full year's notice of the need to improve the class's participation level in accordance with the requirements of GCR section 9.1.13.A.

3. #28209 (Jerry Dutch Schultz) Opposes FM Class Change

Thank you for your letter. Please see the responses to letters #28044 and #28047 in the February 2020 Fastrack Minutes. The provision for probation relates to the issue of whether a class with fewer than ten entries may crown a National Champion (see GCR section 3.7.4.C.2), not to the process of incorporating an underperforming class into another class. Please however note that Formula Mazda's low participation numbers in 2018 were posted on the SCCA's website and provided competitors with a full

year's notice of the need to improve the class's participation level in accordance with the requirements of GCR section 9.1.13.A.

4. #28211 (Jim Mali) Opposes FM to FX

Thank you for your letter. Please see the responses to letters #28044 and #28047 in the February 2020 Fastrack Minutes. The provision for probation relates to the issue of whether a class with fewer than ten entries may crown a National Champion (see GCR section 3.7.4.C.2), not to the process of incorporating an underperforming class into another class. Please however note that Formula Mazda's low participation numbers in 2018 were posted on the SCCA's website and provided competitors with a full year's notice of the need to improve the class's participation level in accordance with the requirements of GCR section 9.1.13.A.

5. #28213 (Brad Drew) Request for 2020 Probation for FM as Stand Alone Class

Thank you for your letter. Please see the responses to letters #28044 and #28047 in the February 2020 Fastrack Minutes. The provision for probation relates to the issue of whether a class with fewer than ten entries may crown a National Champion (see GCR section 3.7.4.C.2), not to the process of incorporating an underperforming class into another class. Please however note that Formula Mazda's low participation numbers in 2018 were posted on the SCCA's website and provided competitors with a full year's notice of the need to improve the class's participation level in accordance with the requirements of GCR section 9.1.13.A.

6. #28215 (Derry O'Donovan) Request probation for FM

Thank you for your letter. Please see the responses to letters #28044 and #28047 in the February 2020 Fastrack Minutes. The provision for probation relates to the issue of whether a class with fewer than ten entries may crown a National Champion (see GCR section 3.7.4.C.2), not to the process of incorporating an underperforming class into another class. Please however note that Formula Mazda's low participation numbers in 2018 were posted on the SCCA's website and provided competitors with a full year's notice of the need to improve the class's participation level in accordance with the requirements of GCR section 9.1.13.A.

7. #28217 (Bruce Carpenter) Request 1 yr probation

Thank you for your letter. Please see the responses to letters #28044 and #28047 in the February 2020 Fastrack Minutes. The provision for probation relates to the issue of whether a class with fewer than ten entries may crown a National Champion (see GCR section 3.7.4.C.2), not to the process of incorporating an underperforming class into another class. Please however note that Formula Mazda's low participation numbers in 2018 were posted on the SCCA's website and provided competitors with a full year's notice of the need to improve the class's participation level in accordance with the requirements of GCR section 9.1.13.A.

8. #28219 (William Sturgeon) Please keep FM as a standalone spec class for 2020

Thank you for your letter. Please see the responses to letters #28044 and #28047 in the February 2020 Fastrack Minutes. The provision for probation relates to the issue of whether a class with fewer than ten entries may crown a National Champion (see GCR section 3.7.4.C.2), not to the process of incorporating an underperforming class into another class. Please however note that Formula Mazda's low

participation numbers in 2018 were posted on the SCCA's website and provided competitors with a full year's notice of the need to improve the class's participation level in accordance with the requirements of GCR section 9.1.13.A.

9. #28240 (Bruce Semler) Keep Formula Mazda as Own Group Please

Thank you for your letter. Please see the responses to letters #28044, #28047, and #28049 in the February 2020 Fastrack Minutes. Entrants are free to organize an unofficial championship for Formula Mazda competitors within the FX class or to otherwise recognize Formula Mazda competitors' performance in FX.

GT3

1. #28376 (Grand Touring Committee) Restore original Mazda specs to GT3 Spec Line

Thank you for your letter. Please see letter 28119 that has corrected the error in the GT3 Mazda MZR spec line.

EP

1. #27670 (Tom Fowler) Request for Parity

Thank you for your letter. Please see response to Letter #27662.

2. #27711 (Lance Loughman) Request for Competition Adjustment

Thank you for your letter. Please see response to Letter #27662.

3. #27807 (Bill Lamkin) Request to Not Slow the German EP Cars

Thank you for your letter. Please see response to Letter #27662.

HP

1. #27882 (Tony Roma) Idea to Make B Spec Cars More Attractive

Thank you for your letter. Please see response to letter #27529.

T2-T4

1. #28160 (David Mead) Request to clarify T4 and T3 Mustang spring rates

Thank you for your letter. These concerns were addressed in letters 27899 and 28238.

What Do You Think

SM

1. #28303 (Spec Miata Committee) Tire Limiting Process Proposal

The SMAC is requesting input from the SM community for the Tire Limiting Proposal. Please provide feedback through the letter log system by **Sunday, March 15**. <http://www.clubracingboard.com/>

Below is an outline of a theoretical process of how a tire limiting strategy might work.

Outline of Proposal:

1. Competitor comes to registration at beginning of the weekend to pick up their registration packet. In the registration packet with the tech sheet is a tire claim card and a tire claim sticker. The tire claim card and tire claim sticker will have a spot for the competitor to record or claim the serial number of (5) new or used tires to be used for all timed sessions on track throughout the race weekend. The serial number will be molded into the sidewall of the Hoosier tire from the factory.
2. Once competitor chooses which 5 tires they are choosing to run, they will record the 5 serial numbers on the tire claim card and the tire claim sticker.
3. The tire claim card and tire claim sticker need to be presented to tech with the standard tech form to receive a tech sticker for the weekend. Tech will take and keep the tire claim card on file. Tech will verify that the serial numbers on the tire claim card match the serial numbers on the tire claim sticker.
4. Competitor to place the tire claim sticker inside the rear windshield on the driver's side so that it may be viewed from outside the car by tech and will not be impacted by weather.
5. Competitor may only use claimed tires in all qualifying and race sessions throughout the event.
6. Practice sessions do not require the claimed tires to be used. Any tire may be used for practice sessions.
7. In the event of a flat spotted or damaged tire the competitor may replace the damaged tire with the 5th tire that they have claimed on the tire claim sheet with no penalty.
8. If a competitor needs to put a non-claimed tire on the car due to multiple tires being damaged, then they lose the times from the previous sessions which would then require them to start from the back for the next session.

Example 1 - You flat spot tires in Q1 and you need to put a non-claimed tire on the car you would lose your qualifying times for Q1 which would then require you to start from the back of Q2.

Example 2 - You flat spot tires in Race 1 and require a non-claimed tire to be put on the car for Race 2 then you would start at the back for Race 2, but would keep your finishing position from Race 1.

As with any new change in process and rules there can be both positive and negative impacts. We have outlined below a few positives and negatives we would like you to consider when evaluating your position on the need for a tire limiting strategy for Spec Miata Super Tour Events.

Positives:

- Reduced tire cost for all competitors who would normally use more than one set per weekend.
- Possible increased competitiveness for those who were not using multiple sets of tires per weekend.
- Reduced number of tires to be hauled to the track, mounted, stored, swapped, etc.

Negatives:

- Essentially requires a new set of tires for every event to be competitive.
- You would be penalized by no fault of your own for an on track incident. i.e. you get hit and spun.
- Opportunity to use multiple sets of used tires per weekend is not possible increasing the cost for competitors who normally manage their used tires for a race weekend.
- Additional requirements from tech and the volunteer community to implement a plan like this may not make it possible.
- Tire issues such as blistered tires or defective tires would leave you no recourse.
- Tire cost may increase (less than \$5.00 per tire) to have the serial numbers molded into the tires.
- Could cause a safety issue if a competitor chooses to run a damaged or compromised tire rather than start at the back.
- Some competitors will likely use all 5 tires in a given weekend which could cause other to feel like they have to do the same to be competitive.
- Could impact the number of tires purchased at the track which might affect the support from tire suppliers.
- Could impact the number of tires sold by Hoosier for each event which could cause tire prices to increase in the future to make up for the loss in sales.
- Reduction of low heat cycle used tires that many front runners sell off to other racers trying to control tire costs.

Questions:

- Will the CRB/BOD support this plan?
- Will Hoosier support this plan?
- Can this be implemented at events outside of Super Tours, such as at Majors?
- Does it actually reduce tire costs?
- Is this what is best for the class given the survey results?
- Do the positives outweigh the negatives?
- Can tech support the logistics and implementation of the plan and effectively penalize?

Spec Miata Community:

The SMAC is now asking that competitors review the tire survey results and provide feedback on both the survey and the draft proposed tire limiting process. This feedback will be formally requested in the What Do You Think (WDYT) in the March 2020 Fastrack.

RESUMES

GT General

1. #28181 (Samuel Fouse) Resume for GT

Thank you for your resume. We will keep your resume on file for future needs on the GTAC AdCom.

TECHNICAL BULLETIN

DATE: February 20, 2020
NUMBER: TB 20-03
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers

SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 3/1/2020. 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.

American Sedan

None.

B-Spec

1. #27850 (Tony Roma) Request for Model Years Updating
In B-Spec, Chevrolet Sonic (12-16), update the year as follows:
(12-~~16~~ **19**)

In B-Spec, Fiat 500 (2012), update the year as follows:
(12 -~~15~~)

In B-Spec, Ford Fiesta 5dr Hatchback (11-16), update the year as follows:
(11-~~16~~ **19**)

In B-Spec, Ford Fiesta 4dr Hatchback (11-16), update the year as follows:
(11-~~16~~ **19**)

In B-Spec, Honda Fit (2015), update the year as follows:
(~~2015~~ **15-19**)

2. #27861 (G. Brian Metcalf) Request to classify Mini Cooper models
In B-Spec, classify the (02-06) Mini Cooper Hatchback (R50) as follows:

B-SPEC	Bore x Stroke(mm) Displacement (cc)	Wheelbase (mm)	Gear Ratios	Final Drive	Brakes (inches)	Weight (lbs)	Notes:
<i>Mini Cooper Hatchback</i>	<i>77.0 x 85.8 1598</i>	<i>2466</i>	<i>4.10, 2.37, 1.56,</i>	<i>3.51</i>	<i>(F) 11.0 (R) 10.2</i>	<i>2545</i>	<i>KW: Coilover Kit: Variant 2: Gen 1 or KW equivalent, Bilstein B14 kit # 47-126916, Vorshlag Mini R50/53 Camber Plates & Perches allowed. Ride height measured from</i>

(R50) (02 - 06)			1.17, 1.00				the metal underneath the bottom of the plastic door rocker molding shall be no less than 5 inches. Front adjustable sway bar links part number 31 35 6 771 is allowed. Rear adjustable sway bar links part number 35 50 6 772 is allowed. Allow rear sway bar Progress #62.0210. Allow Bilstein B14 suspension kit 47-139060.
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In B-Spec, classify the (07-10) Mini Cooper Clubman (R55) as follows:

B-SPEC	Bore x Stroke(mm) Displacement (cc)	Wheelbase (mm)	Gear Ratios	Final Drive	Brakes (inches)	Weight (lbs)	Notes:
Mini Cooper clubman (R55) (07 - 10)	77.0 x 85.8 1598	2547	3.21, 1.79, 1.19, 0.91, 0.78, 0.68	4.35	(F) 11.0 (R) 10.2	2545	L/F Strut-spring assembly 31 31 1 126, R/F Strut-spring assembly 31 31 1 125, Rear Shock-spring assembly 33 50 1 125. Ride height measured from the bottom of the plastic door rocker molding shall be no less than 5 inches. Front adjustable sway bar links part number 31 35 6 771 is allowed. Rear adjustable sway bar links part number 35 50 6 772 is allowed. Adjustable front camber plate part number 31 30 1 507 is allowed. Allow rear sway bar Progress #62.0210. Allow Bilstein B14 suspension kit 47-139060.

In B-Spec, classify the (12-15) Mini Cooper Coupe (R58) as follows:

B-SPEC	Bore x Stroke(mm) Displacement (cc)	Wheelbase (mm)	Gear Ratios	Final Drive	Brakes (inches)	Weight (lbs)	Notes:
Mini Cooper coupe (R58) (12 - 15)	77.0 x 85.8 1598	2466	3.21, 1.79, 1.19, 0.91, 0.78, 0.68	4.35	(F) 11.0 (R) 10.2	2625	40mm flat plate restrictor required. L/F Strut-spring assembly 31 31 1 126, R/F Strut-spring assembly 31 31 1 125, Rear Shock-spring assembly 33 50 1 125. Ride height measured from the metal underneath the bottom of the plastic door rocker molding shall be no less than 5 inches. Front adjustable sway bar links part number 31 35 6 771 is allowed. Rear adjustable sway bar links part number 35 50 6 772 is allowed. Adjustable front camber plate part number 31 30 1 507 is allowed. Allow

rear sway bar Progress #62.0210. Allow Bilstein B14 suspension kit 47-139060.

In B-Spec, classify the (11-15) Mini Cooper Clubman (R55) as follows:

B-SPEC	Bore x Stroke(mm) Displacement (cc)	Wheelbase (mm)	Gear Ratios	Final Drive	Brakes (inches)	Weight (lbs)	Notes:
<i>Mini Cooper clubman (R55) (11 - 15)</i>	77.0 x 85.8 1598	2547	3.21, 1.79, 1.19, 0.91, 0.78, 0.68	4.35	(F) 11.0 (R) 10.2	2625	40mm flat plate restrictor required. L/F Strut-spring assembly 31 31 1 126, R/F Strut-spring assembly 31 31 1 125, Rear Shock-spring assembly 33 50 1 125. Ride height measured from the bottom of the plastic door rocker molding shall be no less than 5 inches. Front adjustable sway bar links part number 31 35 6 771 is allowed. Rear adjustable sway bar links part number 35 50 6 772 is allowed. Adjustable front camber plate part number 31 30 1 507 is allowed. Allow rear sway bar Progress #62.0210. Allow Bilstein B14 suspension kit 47-139060.

In B-Spec, classify the (11-13) Mini Cooper Countryman (R60) as follows:

B-SPEC	Bore x Stroke(mm) Displacement (cc)	Wheelbase (mm)	Gear Ratios	Final Drive	Brakes (inches)	Weight (lbs)	Notes:
<i>Mini Cooper countryman (R60) (11 - 13)</i>	77.0 x 85.8 1598	2595	3.21, 1.79, 1.19, 0.91, 0.78, 0.68	4.72	(F) 11.0 (R) 10.2	2625	40mm flat plate restrictor required. L/F Strut-spring assembly 31 31 1 126, R/F Strut-spring assembly 31 31 1 125, Rear Shock-spring assembly 33 50 1 125. Ride height measured from the bottom of the plastic door rocker molding shall be no less than 5 inches. Front adjustable sway bar links part number 31 35 6 771 is allowed. Rear adjustable sway bar links part number 35 50 6 772 is allowed. Adjustable front camber plate part number 31 30 1 507 is allowed. Allow rear sway bar Progress #62.0210. Allow Bilstein B14 suspension kit 47-139060.

In B-Spec, classify the (11-13) Mini Cooper Paceman (R61) as follows:

B-SPEC	Bore x Stroke(mm) Displacement (cc)	Wheelbase (mm)	Gear Ratios	Final Drive	Brakes (inches)	Weight (lbs)	Notes:
<i>Mini Cooper paceman (R61) (11 - 13)</i>	<i>77.0 x 85.8 1598</i>	<i>2595</i>	<i>3.21, 1.79, 1.19, 0.91, 0.78, 0.68</i>	<i>4.72</i>	<i>(F) 11.0 (R) 10.2</i>	<i>2625</i>	<i>40mm flat plate restrictor required. L/F Strut-spring assembly 31 31 1 126, R/F Strut-spring assembly 31 31 1 125, Rear Shock-spring assembly 33 50 1 125. Ride height measured from the bottom of the plastic door rocker molding shall be no less than 5 inches. Front adjustable sway bar links part number 31 35 6 771 is allowed. Rear adjustable sway bar links part number 35 50 6 772 is allowed. Adjustable front camber plate part number 31 30 1 507 is allowed. Allow rear sway bar Progress #62.0210. Allow Bilstein B14 suspension kit 47-139060.</i>

3. #27947 (B-Spec Committee) remove fog lights

In B-Spec, GCR Section 9.1.10.E.42, change fog light wording as follows:

~~"Fog light holes may be completely covered. Fog lamps may not be removed."~~ *Fog light holes must be completely covered.*

4. #27948 (B-Spec Committee) add sonic sedan

In B-Spec, classify the (12-19) Chevrolet Sonic 4dr Sedan as follows:

B-SPEC	Bore x Stroke(mm) Displacement (cc)	Wheelbase (mm)	Gear Ratios	Final Drive	Brakes (inches)	Weight (lbs)	Notes:
<i>Chevrolet Sonic 4dr Sedan (12-19)</i>	<i>80.5 x 88.2 1796</i>	<i>2525</i>	<i>3.72, 1.96, 1.32, 0.94, 0.75</i>	<i>3.94</i>	<i>(F)10.8 (R) 9.0 drum</i>	<i>2650</i>	<i>32mm flat plate restrictor required. GM suspension kit #23123679 permitted. Allow rear sway bar ZZ Performance #ZZ-SNCRSB.</i>

5. #28394 (B-Spec Committee) B-Spec Balance of Performance based on 2018 and 2019 seasons

Effective 05/01/2020, in B-Spec, Ford Fiesta 5dr Hatchback (12-19), make changes to the spec line as follows:

Wheelbase:

~~"98"~~ *2490"*

Add to beginning of Notes:

"36mm flat plate restrictor required."

Effective 05/01/2020, in B-Spec, Ford Fiesta 4dr Hatchback (12-19), make changes to the spec line as follows:

Wheelbase:

"98 ~~2490~~"

Add to beginning of Notes:

"*34mm flat plate restrictor required.*"

Effective 05/01/2020, in B-Spec, Honda Fit (09-12), make changes to the spec line as follows:

Wheelbase:

"98.4 ~~2500~~"

Weight:

"2550 ~~2525~~"

Effective 05/01/2020, in B-Spec, Honda Fit (15-20), make changes to the spec line Notes as follows:

"~~32mm~~ *30mm* flat plate restrictor"

Effective 05/01/2020, in B-Spec, Mini Cooper Hatchback (07-10), make changes to the spec line Notes as follows:

"Mini Cooper Hatchback (*R56*) (07-10)"

Wheelbase:

"97.1 ~~2466~~"

Add to beginning of Notes:

"*40mm flat plate restrictor*"

Note from the CRB: After reviewing the performance of different cars across different regions in B Spec and after reviewing data based on track performance, trap speeds and dyno data, the Ford Fiesta, 2007-2010 Mini Cooper and 2015-2020 Honda Fit will get a small reduction in power. The 2009-2012 Honda Fit will receive a small weight reduction to help improve performance.

Formula/Sports Racing

FA

1. #28430 (Formula/Sports Racing Committee) FA weight correction/clarification

In FA Table 1 Engine Notes, change as follows:

"(only apply to Table 1 ~~and Table E~~)"

In FA Table 2, change the Pro Formula Mazda engine column as follows:

"See Table 1 *for engine specifications*"

FF

1. #28443 (Formula/Sports Racing Committee) Update rain tire designation

In GCR section 9.1.1.B.10.e, change as follows:

"Wets:

Front-Hoosier Wet *or W3* Radial 44421 185/60R13

Rear-Hoosier Wet *or W3* Radial 44426 205/60R13"

FV

1. #28444 (Formula/Sports Racing Committee) Update rain tire designation

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

"The following rain tire is required:

Hoosier #44266

22.5 x 5.0 x 15 Hoosier WET *or W3* (rain)"

FX

1. #28415 (SCCA Staff) Request to remove tire marking language from FM

In FX, Formula Mazda, add to the notes as follows:

"*Marking tires is no longer required.* Car must comply with all December 2019 GCR Formula Mazda preparation rules found here: <https://www.scca.com/downloads/48184-gcr-december-2019/download>."

P2

1. #28247 (Greg Bell) Request for Fly by Wire Rule Wording Change

In GCR section 9.1.8.D.L.g, make changes as follows:

"Electronic throttle control (ETC, Fly-by-wire, Drive-by-wire)-: Engines ~~utilizing~~ *using* stock-ECUs with Drive-By-Wire systems are permitted as long as the throttle pedal activates the original throttle shaft activation mechanism of the production system."

PX

1. #28461 (Formula/Sports Racing Committee) Revise PX eligibility

In PX, GCR section 9.1.8.I.B, change as follows:

~~"12. Other like vehicles as submitted to the CRB for classification on a case by case basis"~~

GCR

GCR

1. #28442 (SCCA Staff) Appendix C - Fees clean up

In GCR Appendix C, 2.4 Additional Licensing Information make changes as follows:

"B. An applicant for any Permit or License who requests expedited processing *is subject to the current special handling fee found on the license application.* ~~must add an additional \$125 to the license fee shown in Table 1.~~ The special handling fee guarantees a 24 hour business day turnaround and the License is returned via Federal Express."

In GCR Appendix C Table 1, FEE column, make changes as follows:

Replace the dollar figures in the FEE column with "*See Novice Permit or Competition License Application Form for current fees.*"

2. #28454 (SCCA Staff) 2.2.6 Unmanned Aircraft Systems - update language

In GCR 2.2.6 Unmanned Aircraft Systems, change as follows:

~~"Commercial and private unmanned aircraft systems (aka "drones") are prohibited unless authorized in the Supplemental Regulations. Subject to local venue rules and regulations and approval from the event organizer, unmanned Aircraft Vehicle ("UAV" or "Drone") operators/owners must have proof of FAA certification and \$10M of primary liability insurance naming SCCA and the Race Track as additional insureds. Recreational use of UAVs is prohibited."~~

Grand Touring

GT2

1. #28194 (Nathan McBride) Request 991.2 Porsche engine displacement verify typo

In GT2, Porsche 991.2 GT3 Cup Car, change engine displacement as follows:

~~"3.8L~~ **4.0L**"

GT3

1. #28119 (Sam Fouse) Error Regarding Mazda Engine Listing

In GT3, Mazda MZR L5-VE, Fuel Induction, change spec line as follows:

~~"Unrestricted~~ **31mm SIR**"

In GT3, Mazda MZR L5-VE, Weight, change spec line as follows:

~~"1950~~ **2195**"

In GT3, Mazda MZR L5-VE, Notes, change spec line as follows:

~~"Limited to GT2 engine prep levels based on standard bore and stroke—no direct Injection. Direct injection not permitted. Allow 2.3L 94.0 mm stroke crankshaft with displacement of 2339cc."~~

In GT2 Engines - Mazda, classify the MZR/L5-VE engine as follows:

GT2 Engines -									
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
MZR/L5-VE	DOHC	89.0	100.0	2488	Crossflow	4	Unrestricted	1950	Direct injection not permitted. Allow 2.3L 94.0 mm stroke crankshaft with displacement of 2339cc.

GTL

1. #28243 (Grand Touring Committee) GTL wing end plates addition

In GTL, GCR section 9.1.2.F.7.b.13.A, change the GTL wing rules as follows:

"The maximum width of the entire single element, flat plane wing assembly (wing element, endplates, and mounting hardware) is 56.0 inches, but it may be no wider than the bodywork including fender flairs. The maximum chord is 8.0 inches. Wing endplates must fit within a rectangle measuring 8.5 inches wide by 3.0 inches high. **may be a maximum of 64 Sq. inches.** Endplates must be flat, with no curvature or Gurney tabs. A maximum 0.5-inch wicker-bill may be employed."

2. #28309 (Grand Touring Committee) Clarification to letter #27406

In GTL, Mazda Engines 12A Street Port, change weight as follows:

~~"2000~~ **1950"**

Improved Touring

ITS

1. #28272 (Tom Fowler) Request OEM hardtops for IT

In IT, GCR 9.1.3.D.8.f., change as follows:

"Convertible tops and attaching hardware shall be completely removed. Note: Convertible model cars are permitted if they were only available as convertibles (e.g. MG Midget), or if the convertible model is specifically allowed on the vehicle spec line. Convertible models may compete with their respective OEM ~~hardtop~~ **or aftermarket hardtop that retains the OEM silhouette. Rear glass in such hardtops may be of automotive safety glass or polycarbonate material.**"

Legends Car

None.

Production

EP

1. #27662 (Kevin Koelemeyer) Request to Review Horsepower Parity

In EP, BMW Z3 2.5L, change notes as follows:

"Comp. Ratio limited to 12.0:1, Valve lift limited to .500". **To replace stock drive-by-wire throttle body, alternate throttle body from BMW 92-95 325i (part #13541748105) with Turner Motorsports adapter plate (part #TEN9990850) is permitted. 59mm Flat Plate Intake Restrictor is required with both stock or alternate throttle body.** ~~Alternate throttle body from BMW 92-95 325i part number 13541748105 permitted only with Turner Motorsports adapter plate part number TEN9990850 to replace drive-by-wire throttle body.~~"

In EP, BMW Z3 2.8L (97-00), add to the notes as follows:

"Comp. Ratio limited to 12.0:1, Valve lift limited to .500". **59mm Flat Plate Intake Restrictor is required.**"

In EP, Porsche 944S2 (89-91), add to the spec line as follows:

Fuel Injected Equipped Throttle Body Inside Diameter - **"60mm"** stock

"Comp. Ratio limited to 12.0:1, Valve lift limited to .500", Dry sump is allowed. **56mm Flat Plate Intake Restrictor is required.** Can use the stock fuel tank if stock rear bumper and bumper support structure retained."

2. #28058 (Charles Baader) E36 (92-95) Brakes Errors and Omissions

In EP, BMW 325is M-Technic (1994), change as follows:

Weight:

~~"2650~~ **2550**

~~*2716~~ **2614**

~~**2783~~ **2678"**

Brakes Std.

"(F) (12.4 x 1.1) **286** vented"

3. #28422 (Production Committee) Add Throttle Body Size these EP BMW Spec Lines
In EP, Fuel Injected Equipped Throttle Body Inside diameter, make changes as follows:
Add "**64**" as maximum inside diameter and delete any other wording.

BMW Z3 2.5L

BMW Z3 2.8L (97-00)

BMW Z4 (03-05)

BMW 328i/is E36 (96-99)

BMW 328i/ci E46 (01-06)

BMW 325i/is (E46) (01-06)

BMW 325i/is E-36 (92-95)

BMW 325is M-Technic (1994)

FP

1. #27886 (Chuck Mathis) VW Weight and Valve Size Request

In FP, Volkswagen models, delete the following spec lines: replace as follows:

~~"Volkswagen Jetta (includes GLI) (82-84)~~

~~Volkswagen Rabbit 1457/1471 (includes Cabriolet/Convertible)~~

~~Volkswagen Rabbit 1588 (includes Cabriolet/Convertible)~~

~~Volkswagen Rabbit (includes Convertible) 1715 / 1780~~

~~Volkswagen Scirocco 1457/1471~~

~~Volkswagen Scirocco 1588~~

~~Volkswagen Scirocco 1715 / 1780"~~

In FP, Volkswagen models, classify the following cars:

FP	Pre p. Level	Weight (lbs)	Engine Type	Bore x Stroke mm/(in.)	Displ. cc (nominal)	Block Mat'l	Head /PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheelbase (in.)	Track (F/R) (in.)
<i>Volkswagen Jetta 82-84 (includes GLI)</i>	<i>1</i>	<i>1783</i> <i>1853</i>	<i>4 Cyl SOHC</i>	<i>79.5 x 86.4</i> <i>81.0 x 86.4</i>	<i>1715</i> <i>1780</i>	<i>Iron</i>	<i>Alum</i>	<i>(I) 40.0 (E) 33.0</i>	<i>(1) 40 DCN, DCNF, IDF w/ 38mm choke(s) , (2) auto-type side draft w/</i>	<i>94.5</i>	<i>58.9 / 57.2</i>

									34mm choke(s) on I.R. manifold, or fuel injection .		
Volkswagen Rabbit (Includes Convertible)	1	1520	4 Cyl SOHC	79.5 x 73.4	1457	Iron	Alum	(I) 40.0 (E) 33.0	(1) 40 DCN, DCNF, IDF w/ 38mm choke(s) , (2) auto- type side draft w/ 34mm choke(s) on I.R. manifold, or fuel injection .	94.5	58. 9/ 57. 2
		1520		76.5 x 80.0	1471						
		1663		79.5 x 80.0	1588						
		1783		79.5 x 86.4	1715						
		1853		81.0 x 86.4	1780						
Volkswagen Scirocco	1	1520	4 Cyl SOHC	79.5 x 73.4	1457	Iron	Alum	(I) 40.0 (E) 33.0	(1) 40 DCN, DCNF, IDF w/ 38mm choke(s) , (2) auto- type side draft w/ 34mm choke(s) on I.R. manifold, or fuel	94.5	58. 9/ 57. 2

								injection		
--	--	--	--	--	--	--	--	-----------	--	--

FP	Wheels (max)	Trans. Speeds (max)	Brakes Std. (mm)	Brakes Alt. (mm)	Fuel Injected Equipped Throttle Body Inside Diameter (mm)	Notes
Volkswagen Jetta 82-84 (includes GLI)	15 x 7	5	(F) 239 Disc (R) 180 x 30 Drum	(F) 239 Vented Disc	35 (primary) 52 (secondary)	Intake manifold unrestricted w/ single downdraft carburetor. VW cyl head 026103351BF, 026103265HX, 026103373G, AA, H, or F permitted.
Volkswagen Rabbit (Includes Convertible)	1457/1471/1588cc: 13 x 7 1783/1853cc: 15 x 7	5	(F) 239 Disc (R) 180 x 30 Drum	(F) 239 Vented Disc	35 (primary) 52 (secondary)	Intake manifold unrestricted w/ single downdraft carburetor. VW cyl head 026103373G, AA, H, or F permitted. Factory roll bar must be removed on Cabriolet.
Volkswagen Scirocco	1457/1471/1588cc: 13 x 7 1783/1853cc: 15 x 7	5	(F) 239 Disc (R) 180 x 30 Drum	(F) 239 Vented Disc	35 (primary) 52 (secondary)	Intake manifold unrestricted w/ single downdraft carburetor. VW cyl head 026103373G, AA, H, or F permitted.

2. #28231 (Greg Amy) Request to classify Porsche 914 2L in LPrep FProd

In FP, classify the Porsche 914-4 2.0L (Prep 2), as follows:

F P	Pre p. Lev el	Weig ht (lbs)	Engin e Type	Bore x Stroke mm/(in .)	Displ. cc/ (ci) (nomin al)	Bloc k Mat'l	Head/P N & Mat'l	Valve s IN & EX mm/ (in.)	Carb. No. & Type	Wheel -base mm/(in .)	Track (F/R) mm/(in .)
<i>Porsche 914-4</i>	<i>2</i>	<i>2030 * 2081 ** 2132</i>	<i>4 cyl OHV</i>	<i>94.0 x 70.9 (3.70 x 2.79)</i>	<i>1968 (120.1)</i>	<i>Alum</i>	<i>Alum</i>	<i>(I) 41.9 / (1.65) (E) 36.1 / (1.42)</i>	<i>(2) Solex 40 PII- 4, (2) Weber 40 IDF, (2) Del'Ort o 40mm, w/ 38mm choke(s), or fuel injection.</i>	<i>2451 (96.5)</i>	<i>57.0 / 58.2</i>

Wheels (max)	Trans. Speeds (max)	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Fuel Injected Equipped Throttle Body Inside Diameter (mm) +/- .25mm	Notes:
<i>15x7</i>	<i>5</i>	<i>(F) 282 (11.1) Disc (R) 285 (11.2) Disc</i>		<i>Stock throttle body I.D.</i>	<i>Comp. Ratio limited to 11.0:1, Valve lift limited to .450". Cylinder barrels of alternate material are permitted. A 2-stage dry sump is allowed, but it must be cam- driven only and mounted in the same location as the OEM oil pump.</i>

3. #28336 (Brian Frank) Request Ford Fiesta Weight Adjustment

In FP, Ford Fiesta (78-80), change weight as follows:

~~"1790~~ *1660"*

HP

1. #28085 (Jack Banha) Letter #27917

In HP, Volkswagen Rabbit 1588 (includes Cabriolet /convertible), spec lines, change Carburetor. No & Type as follows:

~~"(1) 40 DCN, DCNF w/ 32mm choke(s), or fuel injection. 32mm choke(s) req'd.~~ *(2) auto type side draft(s)
w/ 32mm chokes at 90lbs penalty."*

In HP, Volkswagen Rabbit 1588 (includes Cabriolet /convertible), spec lines change Notes, as follows:
"Compression ratio limited to 11.5:1, Valve lift limited to .450". ~~(2) auto type side draft carburetors with 32mm chokes permitted at weights of 1875/* 1922/** 1969.~~ Mk2 VW front spindles, hubs and bearings are permitted."

In HP, Volkswagen Scirocco 1588, spec lines, change Carburetor. No & Type as follows:
"(1) 40 DCN, DCNF w/ 32mm choke(s), or fuel injection. ~~32mm choke(s) req'd.~~ (2) auto type side draft(s) w/ 32mm chokes at 90lbs penalty."

In HP, Volkswagen Scirocco 1588), spec lines, change Notes as follows:
"Compression ratio limited to 11.5:1, Valve lift limited to .450". ~~(2) auto type side draft carburetors with 32mm chokes permitted at weights of 1875/* 1922/** 1969.~~ Mk2 VW front spindles, hubs and bearings are permitted."

2. #28111 (G. Brian Metcalf) Request to Classify 2007 - 2013 Mini Cooper Convertible

In HP, Mini Cooper (02-06), changes as follows:

"(includes convertible)"

In HP, Mini Cooper (07-13), changes as follows:

"(includes convertible)"

In HP, Mini Cooper (05-08), delete the spec as follows:

"~~Mini Cooper Convertible (05-08)~~"

3. #28121 (James Bell) Allow HP Datsun 510 Under Level 2 to Utilize Datsun Z Brakes

In HP, Nissan/Datsun PL510, make changes to the spec line as follows:

Brakes:

"~~Factory Spec @ all 4 wheels.~~ (F) 9.1 Disc (R) 9.0 Drum"

Brakes Alt:

"Nissan/Datsun 240Z/260Z/280Z front rotors and calipers and rear aluminum drums are permitted."

Notes:

"Compression ratio limited to 12.0:1, Valve lift limited to .450". (2) auto type side drafts w/ 32mm choke(s) on I.R. manifold allowed @ 2050 (*2101 **2153). ~~Nissan/Datsun 240Z/260Z/280Z front rotors and calipers and rear aluminum drums are permitted.~~"

4. #28337 (Brian Frank) Request Ford Fiesta Weight Adjustment

In HP, Ford Fiesta (78-80), changes weight as follows:

"~~1775~~ 1725

* ~~1819~~ 1768

** ~~1864~~ 1811"

Prod General

1. #28195 (James Bell) Request to allow 40 DCOE carb for the Datsun 510

In HP, Nissan/Datsun PL510, make changes to the spec line as follows:

Carburetor No & Type:

"(1) 40 DCN ~~or~~, DCNF *w/ 32mm choke(s), 32mm choke(s) req'd*, or (1) 36mm DCNVH. *(2) auto type side draft(s) w/ 32mm choke(s) on I.R. manifold @ 90lbs penalty.*"

Notes:

"Compression ratio limited to 12.0:1, Valve lift limited to .450". ~~(2) auto type side drafts w/ 32mm choke(s) on I.R. manifold allowed @ 2050 (*2101 **2153)~~. Nissan/Datsun 240Z/260Z/280Z front rotors and calipers and rear aluminum drums are permitted."

Spec Miata

None.

Strategic Planning

None.

Super Touring

STL

1. #28342 (SCCA Staff) Request to add wheel part numbers

In STL, Mazda Spec MX5 Challenge, add wheel part numbers to the notes as follows:

"0000-04-5706-GM, 0000-04-5706-SL"

STU

1. #27694 (David Fiorelli) Please Modify the STU Wheel Size Rule for Clarity

In STU, GCR section 9.1.4.1.F.1., change base weight as follows:

"Vehicles over ~~2950~~ *2951* base weight may use a 9 inch wide wheel."

Note: Other requests in this letter are not recommended.

2. #28032 (Jose De Miguel) Turbo Engine Cars Base Weight

In STU, GCR section 9.1.4.1.H.6., change as follows:

"All turbocharged engines shall use a turbo inlet restrictor. Vehicle ~~minimum~~ *base* weight is determined by TIR size selected from the following table. Turbocharged engines of greater than 2.7L displacement shall use the weight either as listed in the lbs/cc or restrictor size/lbs charts, whichever is greater. Turbocharged engines utilizing Direct Fuel Injection (DI) shall increase their ~~minimum~~ *base* weight by 3%."

Touring

T1

1. #27427 (James Gallagher) Request for E46 wagon with S54 engine in T1

In T1, BMW E46 M3 & E36 / BMW Z3, add models and change displacement as follows:

"BMW E46, **E46-M3**, E36, **E36-M3**, Z3"

"~~3200~~ **3250**"

Note: The wagon body is allowed. The BMW S54 engine is commonly thought of as a 3.2 liter engine, while its actual displacement is 3250cc.

T3

1. #28238 (Marshall Mast) Clarify 05-10 V8 Mustang Spring Rates Wording/Adjust Restrictor

In T3, Ford Mustang Coupe GT & Shelby GT 4.6L & Cal.Special (05-10), add to the notes as follows:

"The following parts are allowed: Strut tower brace part #M20201-S197, Radiator#M-8005-S197, **maximum** spring rate of 500 lbs/in front, 300 lbs/in rear **allowed**, sway bars M-5490-A, damper kit M-18000-A."

2. #28288 (Touring Committee) Correct Touring 3 05-10 Mustang final drive

In T3, Ford Mustang Coupe GT & Shelby GT 4.6L & Cal.Special (05-10) add final drive as follows:

"**3.31**, 3.55 or 3.73"

T4

1. #27848 (Derrick Ambrose) Request for 12-13 and 14-15 Honda Civic Springs

In T4, Honda Civic Si (12-13), 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.~~ **Transmission and Differential must be stock.** Honda Sport Suspension Kit, part number 08W60- TS9-100 permitted. H&R Sport Springs P/N 51891 and HPD part number (P/N 51410F23SA00) allowed. 47mm flat plate restrictor required. SPC Adjustable Control Arm - P/N 67466 permitted. Sway bars up to 32mm front and rear permitted. **Springs allowed up to 700 pounds.**"

In T4, Honda Civic Si (14-15), 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.~~ **Transmission and Differential must be stock.** Honda Sport Suspension Kit, part number 08W60- TS9-100 permitted. H&R Sport Springs P/N 51891 and HPD part number (P/N 51410F23SA00) allowed. 47mm flat plate restrictor required. Camber plates permitted. Original wheels up to 18" maximum permitted. SPC Rear Adjustable Control Arm – P/N 67467 permitted. Sway bars up to 32mm front and rear permitted. **Springs allowed up to 700 pounds.**"

2. #27899 (David Mead) Request to Clarify T4 05-10 Mustang Spring Allowance

In T4, Ford Mustang V6 (05-10), add to the notes as follows:

"Any springs **max** F: 500 and R: 400 permitted."

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Pedro Prado vs. SOM COA Ref. No. 19-14-SE
February 6, 2020

FACTS IN BRIEF

Following the Sunday, December 1, 2019, Group 6 regional sprint race at Sebring International Raceway, Assistant Chief Steward (ACS) Pedro Prado filed a Chief Steward's Action (CSA) against Hartley MacDonald, driver of Formula S (FS) #127, for improving his position on the pace lap in violation of General Competition Rules (GCR) 6.5.2.C. (The Pace Lap). Mr. MacDonald protested the action.

The Stewards of the Meeting (SOM) Carrie Deleon, John Edridge, and Dennis Joyce (Chairman) met to hear and rule on the Protest. The SOM determined Mr. MacDonald had made "no inappropriate position improvement in accordance with GCR 6.1.1.B." The SOM upheld Mr. MacDonald's protest and overturned the CSA. Mr. Prado is appealing the ruling of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Kish, Pat McCammon, and Laurie Sheppard (Chairman) met on January 30, 2020, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Pedro Prado, submitted December 5, 2019.
2. Official Observer's Report and related documents, received January 16, 2020.
3. Race Grid, Lap Chart, and Passings File, received January 16, 2020.
4. Comments from Chief Steward Leland Miller, received January 20, 2020.

FINDINGS

Mr. MacDonald qualified ninth of sixteen competitors in a mixed field of formula cars and prototypes. His car (FS #127) did not start when the group left the grid. He received a push start and joined the field at the rear. At the completion of the pace lap, FS #127 was ahead of three cars. After the race, ACS Prado informed Mr. MacDonald he would receive no points for the race based on a violation of GCR 6.5.2.C. (improving position on a Pace Lap). Mr. MacDonald protested ACS Prado's action.

The SOM reviewed Mr. MacDonald's onboard video and determined each of the cars following FS #127 to the green flag waved Mr. MacDonald by. The SOM determined Mr. MacDonald acted in accordance with GCR 6.1.1.B.

Mr. Prado, in his appeal letter, argued basing the decision on GCR 6.1.1.B. is not correct as the race had not started. Mr. Prado also alleges that since the three cars Mr. MacDonald passed continued to race, they did not meet the definition of a disabled car as described in the rules related to the Pace Lap.

GCR 6.1.1.B. (Yellow Flag/Double Yellow) states, "All stations will display double yellow flags for all pace and safety car laps." It concludes with, "cars may carefully pass emergency vehicles and other cars that are disabled or off pace (see 6.6.2.)". GCR 6.6.2 governs full course yellow procedures leading to a restart. GCR 6.6.1. redirects pace car procedures to GCR 6.5.2.B.1. Clearly, GCR 6.6.2. does not apply during pace laps. Rather, all pace laps prior to the Green Flag starting the race are governed by GCR 6.5.2.

GCR 6.5.2.C.3. permits passing "a car that is disabled and cannot keep the pace." It states, "The driver must signal that his car is disabled by raising an arm, pulling to the side of the course, and staying well off the racing line." The COA notes a driver approaching another vehicle which is slow, off line, and signaling with a raised arm may not know if the car is able to continue or not. This is even more of a challenge in low, open cockpit vehicles, where any signaling may be minimal due to the restrictions imposed by the driver's safety equipment.

Chairman Joyce reported via email, "cars passed on the pace lap signaled for Mr. MacDonald to pass them and/or pulled off course allowing him to pass." The COA reminds competitors that the above referenced GCR sections only permit passing under double yellow flag conditions when the car being passed has signaled they are disabled. A "point by" for reasons other than your car being disabled is not acceptable per the GCR.

The COA acknowledges Mr. Prado's appeal is delayed beyond the typical timeframe described in the GCR. Delays were encountered in obtaining the official Observer's Report and related documents, and the video viewed by the SOM was not retained and is unavailable. The Court notes GCR 5.12.1.B.1. states the Observer's Report shall be sent to the Road Racing Department "not later than 10 days" following the event and must include all information and evidence (including video and photographic evidence) pertaining to the actions taken.

The COA finds the procedural issues noted above are not sufficient to warrant overturning the SOM's decision.

DECISION

The COA upholds the SOM decision in its entirety. Mr. Prado's appeal is well founded, and his entire appeal fee will be returned.

CLUB RACING BOARD

CLUB RACING BOARD MINUTES | March 3, 2020

The Club Racing Board met by teleconference on March 3, 2020. Participating were Peter Keane, Chairman; David Arken, David Daughtery, Jim Goughary John LaRue, Paula Hawthorne, Sam Henry and Shelly Pritchett, secretary. Also participating were: Bob Dowie and Chris Albin, BoD liaisons; Eric Prill, Chief Operations Officer, 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

None.

No Action Required

FA

1. #28573 (William Wald) PM18 Additional Info

Thank you for your letter. Please see the response to letter #28507 in this Fastrack. The Tatuus PM-18 is a different car than the proposed Formula Mazda FMzR, and the Club Racing Board's recommendation regarding the FMzR in letter #27712 in the January 2020 Fastrack Minutes does not apply to the PM-18.

FX

1. #28307 (Dennis Sideri) Request to Allow FSV Cars in FX

Thank you for your letter. Please see the response to letter #28057 in this Fastrack's Technical Bulletin.

PX

1. #28039 (Stanley Clayton) Please Approve Additional Cars in New FX and PX Classes

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #28404 in this Fastrack's Technical Bulletin.

2. #28249 (Andres van der Dys) Request to Classify Radical SR8 in PX

Thank you for your letter. Please see the response to letter #28404 in this Fastrack's Technical Bulletin.

3. #28250 (Andres van der Dys) Request to Classify Radical RXC in PX

Thank you for your letter. Please see the response to letter #28404 in this Fastrack's Technical Bulletin.

4. #28405 (Jacek Mucha) In Reference to Letter 28403

Thank you for your letter. Please see the response to letter #28403 in this Fastrack.

5. #28445 (Andres van der Dys) PX class for Radicals and Wolfs

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #28404 in this Fastrack's Technical Bulletin.

GCR

1. #28123 (Peter Watson) Recent Fastrack Items

Thank you for your letter. Per the Divisional Administrator for T&S, Section 6.10.1. is adequate as written and no further definition is required.

2. #28335 (Chris Rupnik) Request clarification of SFI belt certification

Thank you for your letter. Per GCR Section 9.3.18.E.1. SFI Certified belts expire on December 31st of the year of their expiration date.

3. #28482 (Paul Messier) Clarification of the start/end of impound

Thank you for your letter. Cars are technically considered in impound once they cross the Finish line after the Checkered Flag. They are then subject to the Impound Rules.

4. #28483 (Paul Messier) Request allowance for measuring tire pressure/temp during impound

Thank you for your letter. The CRB does not consider checking tire temperatures or pressures as working on a car.

5. #28496 (Allen Davis) Requirement for Rain Lights to be Turned On.

Thank you for your letter. It is within the Chief Steward/Race Director's power to request a board be run on Grid instructing drivers to turn on their rain lights.

GT2

1. #28257 (Lou Gigliotti) More on GT2 vs GT2 ST tire issue

Thank you for your letter. The balance of performance between the various rule sets are competitive, the CRB will continue to monitor performance and make adjustments as necessary.

2. #28334 (Craig Anderson) Request Corvette BOP between Corvettes

Thank you for your letter. The CRB will continue to monitor class performance.

3. #28361 (Tyler Kicera) Request for TA2 BoP

Thank you for your letter. The CRB will continue to monitor the performance of the class.

4. #28395 (Lou Gigliotti) Request for Ride Height Rule Merge

Thank you for your letter. The balance of performance between the various rule sets are competitive, the CRB will continue to monitor performance and make adjustments as necessary.

EP

1. #28502 (James Rogerson) Opposes z3 2.8 restrictor plate

Thank you for your letter. The performance potential of this vehicle will continue to be monitored, to ensure that its recent classification change still allows it to remain a viable option in the class. Competitors are encouraged to bring them out, so additional data can be collected.

Prod General

1. #28413 (David Stephens) Alternate Side draft Carburetor Intake Manifold (Prep 2)

Thank you for your letter. 9.1.5.E.2.b.7 is the governing rule for all intake manifolds for all Prep Level 2 vehicles, regardless of if the OEM piece or an allowed alternative is being used, unless otherwise specified on its spec line.

ST General

1. #26821 (Andrew Conner) Request to classify a 2006 E90 325 with S54 driveline

Thank you for your letter. The BMW E90 chassis and S54 engine are currently allowed in STU.

2. #28549 (Eric Heinrich) Re: #27532 tire widths - smart call, support response

Thank you for your letter.

STL

1. #28388 (Spencer Clark) Bumper Grille Removal

Thank you for your letter. Front bumper grills may be opened for ducting.

2. #28390 (Spencer Clark) Radiator Ducting

Thank you for your letter. Radiator grills may be modified to allow more air flow.

3. #28391 (Spencer Clark) Air Dam Mounting Clarification

Thank you for your letter. Air dams may be mounted between the splitter and bumper cover.

STU

1. #24146 (John Whitaker) Request classification of a RealTime Racing V6 TSX

Thank you for your letter. Car does not comply with the STU regulations in the current configuration.

2. #27013 (Eric Heinrich) Adapting Rules to Attract

Thank you for your letter.

3. #27735 (Jim Drago) Direct injection Penalties

Thank you for your letter. There is no change to the current TIR chart.

4. #27817 (Mark Liller) Request for Traction Control Systems

Thank you for your letter. Traction control is not legal in the Super Touring classes.

5. #28552 (Jim Drago) Request response to letter 27735

Thank you for your letter. Please see letter # 27735 in current Fastrack.

T1

1. #28040 (Chris Arbuckle) Clarification on 996 GT3 Cup in T1

Thank you for your letter. The 996 GT3 is allowed to run in T1. The "not allowed" wording only implies that the car isn't allowed to run that specific spec line. The car must run under the "Porsche 996 GT3 Cup (02-05)" spec line on page 625 of the February GCR.

T4

1. #28387 (Roldan de Guzman) BRZ/FRS/86 245 Section Width Tires in T4

Thank you for your letter. We'll continue to monitor the class.

Not Recommended

B-Spec

1. #28090 (Rob Piekarczyk) Request Cold Air Intake - 2011

Thank you for your letter. The committee has recently adjusted the Balance of Performance for the B Spec class. No further changes are being considered at this time. However, the committee will take this change under advisement as we consider future changes.

2. #28091 (Rob Piekarczyk) Request Weight reduction - 2009-2012 Honda Fit

Thank you for your letter. The committee has recently adjusted the Balance of Performance for the B Spec class. No further changes are being considered at this time.

3. #28197 (James Rogerson) Request to review Mini and balance of power

Thank you for your letter. The committee has recently adjusted the Balance of Performance for the B Spec class. No further changes are being considered at this time.

4. #28312 (Rob Piekarczyk) Request for Help for 2009-2012 Honda Fit

Thank you for your letter. The committee has recently adjusted the Balance of Performance for the B Spec class. No further changes are being considered at this time.

5. #28313 (Rob Piekarczyk) Request to Add Cold Air Intake for 09-12 Honda Fit

Thank you for your letter. The committee has recently adjusted the Balance of Performance for the B Spec class. No further changes are being considered at this time.

6. #28314 (Rob Piekarczyk) Request for Weight Reduction for 2009-2012 Honda Fit

Thank you for your letter. The committee has recently adjusted the Balance of Performance for the B Spec class. No further changes are being considered at this time.

F5

1. #28673 (Stanley Novak) Suggestion to save F500

Thank you for your letter. The Club Racing Board does not recommend this change. Please see the response to letter #27515 in the December 2019 Fastrack Minutes.

2. #28677 (Stanley Novak) Request removal motorcycle engines in F500

Thank you for your letter. The Club Racing Board does not recommend this change. Please see the response to letter #27515 in the December 2019 Fastrack Minutes and the response to letter #27883 in the January 2020 Fastrack Technical Bulletin.

FA

1. #28507 (William Wald) Request to classify PM-18 in FA

Thank you for your letter. The Club Racing Board does not recommend this change because the car is not within the intended performance envelope of the FA class.

FF

1. #28221 (Chris Bologna) Request modification of Formula F bodywork rule

Thank you for your letter. The Club Racing Board does not recommend this change. Please see the response to letter #23681 in the Board of Directors' Minutes, March 2018 Fastrack.

P1

1. #28534 (Michael Major) Request change in MZR 2.0

Thank you for your letter. The Club Racing Board does not recommend this change. Removal of the required restrictor is not supported by the data: the P1 rules permit cars using a 2.0L engine to weigh 75 lbs. less than those using a 2.5L engine. The Club Racing Board will continue to monitor class performance and will make appropriate, data-based adjustments as necessary.

P2

1. #28432 (Mike Reupert) Updating the Prototype 2 Engine Table

Thank you for your letter. This change is not recommended at this time. The Club Racing Board will continue to monitor class performance and will make appropriate, data-based adjustments as necessary.

PX

1. #28403 (Jacek Mucha) Request to Classify JMS016CP in PX

Thank you for your letter. The Club Racing Board does not recommend this change. The PX class is not intended to be a category for cars that are eligible to compete in another U.S. Majors class. The car is currently classified in P1.

2. #28516 (James Devenport) Request to add FIA Group CN cars to class

Thank you for your letter. The Club Racing Board does not recommend this change. The PX class is not intended to be a category for cars that are eligible to compete in another U.S. Majors class. The car is currently classified in P1.

GCR

1. #27868 (Eric Prill) Restart Procedures

Thank you for your letter. Due to the varying track configurations and the multiple class groupings, there is no one simple solution to the issue raised. 6.6.2.B. is for our conventional Road Racing rules, 5.5.5.A.4. & 5.5.5.C. are specific to Oval Track Racing and are not in conflict with 6.6.2.B.

GT2

1. #28122 (Craig Anderson) STO AERO Rule - Older Gen Corvette

Thank you for your letter. Aero and power to weight rules are adequate as written.

2. #28362 (Paul Fairchild) Move Porsche 2016 Factory Cayman GT4 Clubsport to GT3

Thank you for your letter. This car is not a good fit for GT3.

ITA

1. #28441 (Lawrence Murdter) Camber Adjustment for Miatas Running ITA

Thank you for your letter. The request does not align with the class philosophy of IT.

STL

1. #26621 (Darrel Stein) RX 7 Weight Reduction

Thank you for your letter. The CRB believes the car is classified correctly. The CRB will continue to monitor performance.

2. #28331 (Tom Fowler) Rear Camber Arms

Thank you for your letter. Current STL control arm rules are sufficient.

3. #28598 (Josh Smith) Request to Omit 9.1.11. SPEC MX-5 CLASS

Thank you for your letter. The CRB does not recommend removing Spec MX5 from STL at this time.

STU

1. #26957 (Eric Thompson) Alternate Turbo Allowance Modernization

Thank you for your letter. The requested turbo is outside the current STU turbocharger capabilities.

2. #27631 (Eric Heinrich) Request to adjust NA chart to graduated

Thank you for your letter. The current STU weight chart is sufficient as written.

3. #27843 (John Schmitt) Request for Honda NA K24 Intake Manifold

Thank you for your letter. The STU Honda K24 is competitive as classified.

T1

1. #27448 (Dave Mead) Change Miller Challenge Mustang Classification to Show 4.6/5.0L

Thank you for your letter. These changes are not recommended at this time

T2-T4

1. #28397 (Marshall Mast) T2-T3 2015+ Ford Mustang Ecoboost Rear Gear Ratio

Thank you for your letter. It appears that the requested gear ratio was only available on cars with an automatic transmission. We do not recommend a change at this time.

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

GT2

1. #28246 (Lou Gigliotti) Corvette Rule Change Issues

Thank you for your letter. The balance of performance between the various rule sets are competitive, the GTAC will continue to monitor performance and make adjustments as necessary.

GTL

1. #28027 (Kenneth Gassin) Request to Remove 27641 Until Better Language Can be Provided

Thank you for your letter. The 64 sq. inches was an error and has been "officially" corrected to read 84 sq. inches.

T1

1. #28451 (Tim Myers) Clarify ZERO Cars are Permitted Slicks Unless Specifically Noted

Thank you for your letter. Please see letter #28452 in current Fastrack.

What Do You Think

None.

RESUMES

1. #28184 (Nathan McBride) Request to become CRB member

Thank you for your resume. We will keep your resume on file for future needs on the GTAC AdCom.

TECHNICAL BULLETIN

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.

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.

2. #28715 (Formula/Sports Racing Committee) Classify FormulaSPEED in FX

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

"6. FormulaSPEED - Shall comply with notes in Table 1"

In FX Table 1, classify the FormulaSPEED as follows:

Table 1						
Car	Engine	Wheel Width (in) ± .060	Aero	Transmission	Weight	Notes
<i>Formula SPEED (FS2.0)</i>	<i>2.0 Liter Mazda MZR</i>	<i>(F) 8 (R) 10</i>	<i>Adjustable dual rear main planes. Fixed front main plane, adjustable front winglets. Wings and bodywork are delivered with FS2.0 marking that must remain visible for scrutineering.</i>	<i>6 forward speeds and reverse with open differential. No lift shift system.</i>	<i>1350</i>	<i>Must use sealed ECU map and sealed engine, FS2.0 sealed Ohlins TTX dampers, spec three-piece FS2.0 wheels with FS2.0 logo, and spec FS2.0 intake manifold. No part of the car may be altered from FS2.0 original parts, except for repairs that do not affect performance. World Speed Inc. must provide complete specifications by 04/30/2020.</i>

In FA Table 2, remove FormulaSpeed2.0 (FS2.0) 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 pattern transmission.

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
LS2	5967	3000	70-75 mm flat plate	GM LS2/ L76 . 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
L76	5967	3000	70 mm flat plate	GM L76. May use the LSX cast iron block with OEM LS2 bore and stroke.

Improved Touring

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	Pre p. Level	Weight (lbs)	Engine Type	Bore x Stroke mm/(in.)	Displ. cc/ (ci) (nominal)	Block Mat'l	Head/P N & 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:
<i>15 x 7</i>	<i>5</i>	<i>(F) 252 (9.9) Disc (R) 258 (10.2) Disc</i>		<i>stock throttle body I.D.</i>	<i>Comp. Ratio limited to 11.0:1. Valve lift limited to .450".</i>

Spec Miata

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 plate

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:

STU	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~~35~~mm"

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

In STU, classify the Porsche 944 as follows:

STU	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."

2. #28732 (Touring Committee) Correct T2 Mustang Transmission

In T2, Ford Mustang GT 5.0L (15-17) Spec Lines, change Gear Ratios as follows:

"3.66, 2.43, 1.69, 1.32, 1.00, 0.65 or 4.69, 2.98, 2.14, 1.76, 1.52, 1.27, 1.00, 0.85, 0.68, 0.63"

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS

Mike Amy vs. SOM COA Ref. No. 20-01-SE

February 27, 2020

FACTS IN BRIEF

Following the Saturday, January 11, 2020, Group 3 race of the Winter Vacation Hoosier Super Tour at Sebring International Raceway, Mike Amy, Entrant for Spec Racer Ford 3 (SRF3) #38, driven by David Dickerson, filed a Protest against Brian Schofield, driver of SRF3 #61, alleging he “jumped the restart by going before the Green Flag was displayed.”

The Stewards of the Meeting (SOM) Stu Cowitt and Matias Bonnier (Chairman) met to hear and rule on the Protest. The SOM determined Mr. Schofield violated General Competition Rules (GCR) 6.6.2.B.1.iii. and 6.6.2.B.3.iii. (Full Course Yellow Procedures) by not maintaining the speed of the safety car prior to the green flag being displayed at start. The SOM penalized Mr. Schofield with a reprimand and one penalty point on his Competition License. Mr. Amy is appealing the severity of the penalty.

DATES OF THE COURT

The Court of Appeals (COA) Jack Kish, Laurie Sheppard, and James Averett (Chairman) met on February 13 and 27, 2020, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Mike Amy, submitted January 21, 2020.
2. Official Observer’s Report and related documents, received February 6, 2020.
3. Videos from Car #23 and Car #38, received February 6, 2020.
4. Comments from SOM Chairman Matias Bonnier, received February 6, 2020.

FINDINGS

In his appeal, Mr. Amy does not dispute the facts or the SOM decision regarding the rules violations, but argues the penalty assessed was not sufficient. Mr. Amy provided no additional evidence.

The COA reviewed the original witness statements and video evidence and found Mr. Schofield, Car #61, was running first during a full course yellow segment of the SRF3 race. The safety car entered Pit Lane while Car #61 was still negotiating the final turn. Mr. Schofield accelerated continuously, well before the front straight and before the Starter was in sight. The next several cars also accelerated to stay with Mr. Schofield. The SOM determined Mr. Schofield violated GCR 6.6.2.B.1.iii. (“Maintain the speed of the

safety car coming down to a restart.”) and 6.6.2.B.3.iii. (“Drivers must maintain the safety car’s pace and not improve their position or begin racing until the green flag has been displayed to restart the race.”).

The COA finds the SOM ruling was based on clear and convincing evidence, well-reasoned, and within the authority granted in the GCR. The penalty imposed is within the range of penalties allowed by GCR 7.2. (Range of Penalties).

DECISION

The COA upholds the SOM decision in its entirety. Mr. Amy’s appeal fee, less the administrative portion retained by the SCCA, will be returned.

JUDGEMENT OF THE COURT OF APPEALS
Richard Baldwin vs. SOM COA Ref. No. 20-02-SE
February 27, 2020

FACTS IN BRIEF

Following the Saturday, January 11, 2020, Group 3 race of the Winter Vacation Hoosier Super Tour at Sebring International Raceway, two independent Protests were filed against Richard Baldwin, driver of Spec Racer Ford 3 (SRF3) #25, for violating General Competition Rules (GCR) 6.11.1. (On Course Driver Conduct). The first protest was filed by Alan Olson, driver of SRF3 #63, against Mr. Baldwin for failure to provide racing room which resulted in metal-to-metal contact at Turn 1 on Lap 1. The second protest was filed by Robert Reed, driver of SRF3 #03, who protested Mr. Baldwin for metal-to-metal contact at Turn 7 on Lap 1. In addition to the two Protests, Assistant Chief Steward (ACS) Dennis Joyce submitted a Request for Action (RFA) to investigate a multiple car incident at Turn 17 on Lap 3 of the SRF3 race.

The Stewards of the Meeting (SOM) Bob Gardner, Mark Russell, Lori Vitagliano, and Russ Gardner (Chairman) met to hear and rule on the Protests. The SOM chose to combine both Protests (Olson, SOM Action #7, and Reed, SOM Action #8) into a single hearing as both involved the same protested driver, Mr. Baldwin. Because the multi-car incident at Turn 17 (SOM Action #10) involved contact between Car #25 and Car #7, the RFA was added to the Protest hearing.

After hearing witness testimony, evaluating witness statements, and reviewing race videos, the SOM ruled Mr. Baldwin violated GCR 6.11.1.B. (Failure to leave racing room) and GCR 2.1.4. (Driving recklessly or dangerously) and issued him a six weekend probation and three penalty points against his Competition License. Mr. Baldwin is appealing the decision regarding the two Protests, Action #7 and Action #8.

DATES OF THE COURT

The Court of Appeals (COA) James Averett, Jack Kish, and Pat McCammon (Chairman) met on February 13 and 27, 2020, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Richard Baldwin, received January 31, 2020.
2. Official Observer's Report, including related documents, received February 6, 2020.
3. Action #7 race videos from Car #11, Car #25, Car #40, Car #63, and Car #64, received February 6, 2020.
4. Action #8 race videos from Car #03, Car #25, Car #40, and Car #64, received February 6, 2020.
5. Action #10 race videos from Car #03, Car #4, Car #11, Car #25, Car #64, and Car #92, received February 6, 2020.
6. Letter from CSOM Paul Gauzens, received February 9, 2020.

FINDINGS

Mr. Baldwin left the track before the SOM finalized its deliberations and he was notified by phone of the findings. A packet with notification of the actions, Mr. Baldwin's probationary license, and the 2020 Court of Appeals Guide was delivered by express carrier, signature required, on January 15, 2020. Conversations with the SOM at the track and a subsequent phone conversation left Mr. Baldwin with the incorrect impression he had 30 days to file an appeal. The COA recognizes this delayed submission of his appeal and accepts it.

Action #7

On the initial lap of the SRF3 race, approaching left hand Turn 1, Mr. Olson, Car #63, was next to the wall, driver's left. To his right and slightly ahead was Mr. Baldwin, Car #25, who had Car #64 to his right. As the trio approached the apex, Mr. Baldwin moved driver's left and his left rear made contact with the right front of Mr. Olson, forcing him into the wall, driver's left. Mr. Baldwin continued; Mr. Olson's car was disabled and pulled off track. Mr. Olson protested Mr. Baldwin for failure to provide racing room, per GCR 6.11.1. (On Course Driver Conduct).

In the SOM hearing, Mr. Baldwin acknowledged the incident, but denied responsibility. Mr. Baldwin believed when he turned in for the corner, he had cleared Mr. Olson, and Mr. Olson should have backed off to allow the pass. GCR 6.11.1.B. states "Each competitor has a right to racing room, which is generally defined as sufficient space on the marked racing surface that under racing conditions, a driver can maintain control of his car in close quarters." The SOM upheld the Protest.

Action #8

On the initial lap of the SRF 3 race, a group of cars approached right hand Turn 7. Inside track right was Car #11, with Mr. Reed, Car #03, to his left, and Car #64 further left. Mr. Baldwin approached the group and filled the gap left of Mr. Reed and right of Car #64. Approaching the turn, Mr. Baldwin turned in, making side-to-side contact with Mr. Reed and forcing him driver's right into Car #11. The resulting contact damaged Mr. Reed's car, which was unable to continue. Mr. Reed protested Mr. Baldwin for failure to provide racing room, per GCR 6.11.1. Mr. Baldwin acknowledged the incident to the SOM but denied responsibility. Mr. Baldwin agrees he turned in, but maintains he had already passed Mr. Reed and Mr. Reed should have backed off when the pass was initiated. The SOM upheld the Protest.

Mr. Baldwin declined to appeal the decision in Action #10, the RFA to investigate the multi-car incident in Turn 17 where he contacted Car #7. In the combined ruling on Action #7, Action #8, and Action #10, the SOM noted Mr. Baldwin made contact with 3 different cars in the first 3 laps of the race, resulting in two competitors being unable to continue. Because the SOM combined the three actions into a single hearing, the COA considered the totality of all actions as well, while noting only Action #7 and Action #8 were specifically included in Mr. Baldwin's appeal.

After a thorough review of the documentation and video evidence, the COA finds the SOM reached a responsible and thoughtful decision and issued a penalty within its authority, per GCR 7.2. (Range of penalties).

DECISION

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

CLUB RACING BOARD MINUTES

CLUB RACING BOARD MINUTES | March 3, 2020

The Club Racing Board met by teleconference on March 3, 2020. Participating were Peter Keane, Chairman; David Arken, David Daughtery, Jim Goughary John LaRue, Paula Hawthorne, Sam Henry and Shelly Pritchett, secretary. Also participating were: Bob Dowie and Chris Albin, BoD liaisons; Eric Prill, Chief Operations Officer, 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

None.

No Action Required

FA

1. #28573 (William Wald) PM18 Additional Info

Thank you for your letter. Please see the response to letter #28507 in this Fastrack. The Tatuus PM-18 is a different car than the proposed Formula Mazda FMzR, and the Club Racing Board's recommendation regarding the FMzR in letter #27712 in the January 2020 Fastrack Minutes does not apply to the PM-18.

FX

1. #28307 (Dennis Sideri) Request to Allow FSV Cars in FX

Thank you for your letter. Please see the response to letter #28057 in this Fastrack's Technical Bulletin.

PX

1. #28039 (Stanley Clayton) Please Approve Additional Cars in New FX and PX Classes

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #28404 in this Fastrack's Technical Bulletin.

2. #28249 (Andres van der Dys) Request to Classify Radical SR8 in PX

Thank you for your letter. Please see the response to letter #28404 in this Fastrack's Technical Bulletin.

3. #28250 (Andres van der Dys) Request to Classify Radical RXC in PX

Thank you for your letter. Please see the response to letter #28404 in this Fastrack's Technical Bulletin.

4. #28405 (Jacek Mucha) In Reference to Letter 28403

Thank you for your letter. Please see the response to letter #28403 in this Fastrack.

5. #28445 (Andres van der Dys) PX class for Radicals and Wolfs

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #28404 in this Fastrack's Technical Bulletin.

GCR

1. #28123 (Peter Watson) Recent Fastrack Items

Thank you for your letter. Per the Divisional Administrator for T&S, Section 6.10.1. is adequate as written and no further definition is required.

2. #28335 (Chris Rupnik) Request clarification of SFI belt certification

Thank you for your letter. Per GCR Section 9.3.18.E.1. SFI Certified belts expire on December 31st of the year of their expiration date.

3. #28482 (Paul Messier) Clarification of the start/end of impound

Thank you for your letter. Cars are technically considered in impound once they cross the Finish line after the Checkered Flag. They are then subject to the Impound Rules.

4. #28483 (Paul Messier) Request allowance for measuring tire pressure/temp during impound

Thank you for your letter. The CRB does not consider checking tire temperatures or pressures as working on a car.

5. #28496 (Allen Davis) Requirement for Rain Lights to be Turned On.

Thank you for your letter. It is within the Chief Steward/Race Director's power to request a board be run on Grid instructing drivers to turn on their rain lights.

GT2

1. #28257 (Lou Gigliotti) More on GT2 vs GT2 ST tire issue

Thank you for your letter. The balance of performance between the various rule sets are competitive, the CRB will continue to monitor performance and make adjustments as necessary.

2. #28334 (Craig Anderson) Request Corvette BOP between Corvettes

Thank you for your letter. The CRB will continue to monitor class performance.

3. #28361 (Tyler Kicera) Request for TA2 BoP

Thank you for your letter. The CRB will continue to monitor the performance of the class.

4. #28395 (Lou Gigliotti) Request for Ride Height Rule Merge

Thank you for your letter. The balance of performance between the various rule sets are competitive, the CRB will continue to monitor performance and make adjustments as necessary.

EP

1. #28502 (James Rogerson) Opposes z3 2.8 restrictor plate

Thank you for your letter. The performance potential of this vehicle will continue to be monitored, to ensure that its recent classification change still allows it to remain a viable option in the class. Competitors are encouraged to bring them out, so additional data can be collected.

Prod General

1. #28413 (David Stephens) Alternate Side draft Carburetor Intake Manifold (Prep 2)

Thank you for your letter. 9.1.5.E.2.b.7 is the governing rule for all intake manifold's for all Prep Level 2 vehicles, regardless of if the OEM piece or an allowed alternative is being used, unless otherwise specified on its spec line.

ST General

1. #26821 (Andrew Conner) Request to classify a 2006 E90 325 with S54 driveline

Thank you for your letter. The BMW E90 chassis and S54 engine are currently allowed in STU.

2. #28549 (Eric Heinrich) Re: #27532 tire widths - smart call, support response

Thank you for your letter.

STL

1. #28388 (Spencer Clark) Bumper Grille Removal

Thank you for your letter. Front bumper grills may be opened for ducting.

2. #28390 (Spencer Clark) Radiator Ducting

Thank you for your letter. Radiator grills may be modified to allow more air flow.

3. #28391 (Spencer Clark) Air Dam Mounting Clarification

Thank you for your letter. Air dams may be mounted between the splitter and bumper cover.

STU

1. #24146 (John Whitaker) Request classification of a RealTime Racing V6 TSX

Thank you for your letter. Car does not comply with the STU regulations in the current configuration.

2. #27013 (Eric Heinrich) Adapting Rules to Attract

Thank you for your letter.

3. #27735 (Jim Drago) Direct injection Penalties

Thank you for your letter. There is no change to the current TIR chart.

4. #27817 (Mark Liller) Request for Traction Control Systems

Thank you for your letter. Traction control is not legal in the Super Touring classes.

5. #28552 (Jim Drago) Request response to letter 27735

Thank you for your letter. Please see letter # 27735 in current Fastrack.

T1

1. #28040 (Chris Arbuckle) Clarification on 996 GT3 Cup in T1

Thank you for your letter. The 996 GT3 is allowed to run in T1. The "not allowed" wording only implies that the car isn't allowed to run that specific spec line. The car must run under the "Porsche 996 GT3 Cup (02-05)" spec line on page 625 of the February GCR.

T4

1. #28387 (Roldan de Guzman) BRZ/FRS/86 245 Section Width Tires in T4

Thank you for your letter. We'll continue to monitor the class.

Not Recommended

B-Spec

1. #28090 (Rob Piekarczyk) Request Cold Air Intake - 2011

Thank you for your letter. The committee has recently adjusted the Balance of Performance for the B Spec class. No further changes are being considered at this time. However, the committee will take this change under advisement as we consider future changes.

2. #28091 (Rob Piekarczyk) Request Weight reduction - 2009-2012 Honda Fit

Thank you for your letter. The committee has recently adjusted the Balance of Performance for the B Spec class. No further changes are being considered at this time.

3. #28197 (James Rogerson) Request to review Mini and balance of power

Thank you for your letter. The committee has recently adjusted the Balance of Performance for the B Spec class. No further changes are being considered at this time.

4. #28312 (Rob Piekarczyk) Request for Help for 2009-2012 Honda Fit

Thank you for your letter. The committee has recently adjusted the Balance of Performance for the B Spec class. No further changes are being considered at this time.

5. #28313 (Rob Piekarczyk) Request to Add Cold Air Intake for 09-12 Honda Fit

Thank you for your letter. The committee has recently adjusted the Balance of Performance for the B Spec class. No further changes are being considered at this time.

6. #28314 (Rob Piekarczyk) Request for Weight Reduction for 2009-2012 Honda Fit

Thank you for your letter. The committee has recently adjusted the Balance of Performance for the B Spec class. No further changes are being considered at this time.

F5

1. #28673 (Stanley Novak) Suggestion to save F500

Thank you for your letter. The Club Racing Board does not recommend this change. Please see the response to letter #27515 in the December 2019 Fastrack Minutes.

2. #28677 (Stanley Novak) Request removal motorcycle engines in F500

Thank you for your letter. The Club Racing Board does not recommend this change. Please see the response to letter #27515 in the December 2019 Fastrack Minutes and the response to letter #27883 in the January 2020 Fastrack Technical Bulletin.

FA

1. #28507 (William Wald) Request to classify PM-18 in FA

Thank you for your letter. The Club Racing Board does not recommend this change because the car is not within the intended performance envelope of the FA class.

FF

1. #28221 (Chris Bologna) Request modification of Formula F bodywork rule

Thank you for your letter. The Club Racing Board does not recommend this change. Please see the response to letter #23681 in the Board of Directors' Minutes, March 2018 Fastrack.

P1

1. #28534 (Michael Major) Request change in MZR 2.0

Thank you for your letter. The Club Racing Board does not recommend this change. Removal of the required restrictor is not supported by the data: the P1 rules permit cars using a 2.0L engine to weigh 75 lbs. less than those using a 2.5L engine. The Club Racing Board will continue to monitor class performance and will make appropriate, data-based adjustments as necessary.

P2

1. #28432 (Mike Reupert) Updating the Prototype 2 Engine Table

Thank you for your letter. This change is not recommended at this time. The Club Racing Board will continue to monitor class performance and will make appropriate, data-based adjustments as necessary.

PX

1. #28403 (Jacek Mucha) Request to Classify JMS016CP in PX

Thank you for your letter. The Club Racing Board does not recommend this change. The PX class is not intended to be a category for cars that are eligible to compete in another U.S. Majors class. The car is currently classified in P1.

2. #28516 (James Devenport) Request to add FIA Group CN cars to class

Thank you for your letter. The Club Racing Board does not recommend this change. The PX class is not intended to be a category for cars that are eligible to compete in another U.S. Majors class. The car is currently classified in P1.

GCR

1. #27868 (Eric Prill) Restart Procedures

Thank you for your letter. Due to the varying track configurations and the multiple class groupings, there is no one simple solution to the issue raised. 6.6.2.B. is for our conventional Road Racing rules, 5.5.5.A.4. & 5.5.5.C. are specific to Oval Track Racing and are not in conflict with 6.6.2.B.

GT2

1. #28122 (Craig Anderson) STO AERO Rule - Older Gen Corvette

Thank you for your letter. Aero and power to weight rules are adequate as written.

2. #28362 (Paul Fairchild) Move Porsche 2016 Factory Cayman GT4 Clubsport to GT3
Thank you for your letter. This car is not a good fit for GT3.

ITA

1. #28441 (Lawrence Murdter) Camber Adjustment for Miatas Running ITA
Thank you for your letter. The request does not align with the class philosophy of IT.

STL

1. #26621 (Darrel Stein) RX 7 Weight Reduction
Thank you for your letter. The CRB believes the car is classified correctly. The CRB will continue to monitor performance.

2. #28331 (Tom Fowler) Rear Camber Arms
Thank you for your letter. Current STL control arm rules are sufficient.

3. #28598 (Josh Smith) Request to Omit 9.1.11. SPEC MX-5 CLASS
Thank you for your letter. The CRB does not recommend removing Spec MX5 from STL at this time.

STU

1. #26957 (Eric Thompson) Alternate Turbo Allowance Modernization
Thank you for your letter. The requested turbo is outside the current STU turbocharger capabilities.

2. #27631 (Eric Heinrich) Request to adjust NA chart to graduated
Thank you for your letter. The current STU weight chart is sufficient as written.

3. #27843 (John Schmitt) Request for Honda NA K24 Intake Manifold
Thank you for your letter. The STU Honda K24 is competitive as classified.

T1

1. #27448 (Dave Mead) Change Miller Challenge Mustang Classification to Show 4.6/5.0L
Thank you for your letter. These changes are not recommended at this time

T2-T4

1. #28397 (Marshall Mast) T2-T3 2015+ Ford Mustang Ecoboost Rear Gear Ratio
Thank you for your letter. It appears that the requested gear ratio was only available on cars with an automatic transmission. We do not recommend a change at this time.

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

GT2

1. #28246 (Lou Gigliotti) Corvette Rule Change Issues

Thank you for your letter. The balance of performance between the various rule sets are competitive, the GTAC will continue to monitor performance and make adjustments as necessary.

GTL

1. #28027 (Kenneth Gassin) Request to Remove 27641 Until Better Language Can be Provided

Thank you for your letter. The 64 sq. inches was an error and has been "officially" corrected to read 84 sq. inches.

T1

1. #28451 (Tim Myers) Clarify ZERO Cars are Permitted Slicks Unless Specifically Noted

Thank you for your letter. Please see letter #28452 in current Fastrack.

What Do You Think

None.

RESUMES

1. #28184 (Nathan McBride) Request to become CRB member

Thank you for your resume. We will keep your resume on file for future needs on the GTAC AdCom.

TECHNICAL BULLETIN

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.

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.

2. #28715 (Formula/Sports Racing Committee) Classify FormulaSPEED in FX
In FX, GCR section 9.1.1.J.B, add the following:

"6. FormulaSPEED - Shall comply with notes in Table 1"

In FX Table 1, classify the FormulaSPEED as follows:

Table 1						
Car	Engine	Wheel Width (in) ± .060	Aero	Transmission	Weight	Notes
<i>Formula SPEED (FS2.0)</i>	<i>2.0 Liter Mazda MZR</i>	<i>(F) 8 (R) 10</i>	<i>Adjustable dual rear main planes. Fixed front main plane, adjustable front winglets. Wings and bodywork are delivered with FS2.0 marking that must remain visible for scrutineering.</i>	<i>6 forward speeds and reverse with open differential. No lift shift system.</i>	<i>1350</i>	<i>Must use sealed ECU map and sealed engine, FS2.0 sealed Ohlins TTX dampers, spec three-piece FS2.0 wheels with FS2.0 logo, and spec FS2.0 intake manifold. No part of the car may be altered from FS2.0 original parts, except for repairs that do not affect performance. World Speed Inc. must provide complete specifications by 04/30/2020.</i>

In FA Table 2, remove FormulaSpeed2.0 (FS2.0) 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 pattern transmission.

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
LS2	5967	3000	70-75 mm flat plate	GM LS2/ L76 . 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
L76	5967	3000	70 mm flat plate	GM L76. May use the LSX cast iron block with OEM LS2 bore and stroke.

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	Pre p. Level	Weight (lbs)	Engine Type	Bore x Stroke mm/(in.)	Displ. cc/ (ci) (nominal)	Block Mat'l	Head/P N & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheel-base mm/(in.)	Track (F/R) mm/(in.)
Nissan 240-SX / S13	2	2400 * 2460 ** 2520	4 Cyl SOHC (3 valve)	89.0 x 96.0 (3.50x3.78)	2389 (145.7)	Iron	Alum	(I) 34.0 / (1.34) (E) 40.0 / (1.57)	Fuel Injection	2474 (97.4)	1572/1567 (61.9/61.7)

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.

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 plate

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~~2300~~"

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

"2200~~2300~~"

"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:

STU	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~~3~~5mm"

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

In STU, classify the Porsche 944 as follows:

STU	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."

2. #28732 (Touring Committee) Correct T2 Mustang Transmission

In T2, Ford Mustang GT 5.0L (15-17) Spec Lines, change Gear Ratios as follows:

"3.66, 2.43, 1.69, 1.32, 1.00, 0.65 *or 4.69, 2.98, 2.14, 1.76, 1.52, 1.27, 1.00, 0.85, 0.68, 0.63*"

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS Mike Amy vs. SOM COA Ref. No. 20-01-SE February 27, 2020

FACTS IN BRIEF

Following the Saturday, January 11, 2020, Group 3 race of the Winter Vacation Hoosier Super Tour at Sebring International Raceway, Mike Amy, Entrant for Spec Racer Ford 3 (SRF3) #38, driven by David Dickerson, filed a Protest against Brian Schofield, driver of SRF3 #61, alleging he “jumped the restart by going before the Green Flag was displayed.”

The Stewards of the Meeting (SOM) Stu Cowitt and Matias Bonnier (Chairman) met to hear and rule on the Protest. The SOM determined Mr. Schofield violated General Competition Rules (GCR) 6.6.2.B.1.iii. and 6.6.2.B.3.iii. (Full Course Yellow Procedures) by not maintaining the speed of the safety car prior to the green flag being displayed at start. The SOM penalized Mr. Schofield with a reprimand and one penalty point on his Competition License. Mr. Amy is appealing the severity of the penalty.

DATES OF THE COURT

The Court of Appeals (COA) Jack Kish, Laurie Sheppard, and James Averett (Chairman) met on February 13 and 27, 2020, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Mike Amy, submitted January 21, 2020.
2. Official Observer’s Report and related documents, received February 6, 2020.
3. Videos from Car #23 and Car #38, received February 6, 2020.
4. Comments from SOM Chairman Matias Bonnier, received February 6, 2020.

FINDINGS

In his appeal, Mr. Amy does not dispute the facts or the SOM decision regarding the rules violations, but argues the penalty assessed was not sufficient. Mr. Amy provided no additional evidence.

The COA reviewed the original witness statements and video evidence and found Mr. Schofield, Car #61, was running first during a full course yellow segment of the SRF3 race. The safety car entered Pit Lane while Car #61 was still negotiating the final turn. Mr. Schofield accelerated continuously, well before the front straight and before the Starter was in sight. The next several cars also accelerated to stay with Mr. Schofield. The SOM determined Mr. Schofield violated GCR 6.6.2.B.1.iii. (“Maintain the speed of the

safety car coming down to a restart.”) and 6.6.2.B.3.iii. (“Drivers must maintain the safety car’s pace and not improve their position or begin racing until the green flag has been displayed to restart the race.”).

The COA finds the SOM ruling was based on clear and convincing evidence, well-reasoned, and within the authority granted in the GCR. The penalty imposed is within the range of penalties allowed by GCR 7.2. (Range of Penalties).

DECISION

The COA upholds the SOM decision in its entirety. Mr. Amy’s appeal fee, less the administrative portion retained by the SCCA, will be returned.

JUDGEMENT OF THE COURT OF APPEALS
Richard Baldwin vs. SOM COA Ref. No. 20-02-SE
February 27, 2020

FACTS IN BRIEF

Following the Saturday, January 11, 2020, Group 3 race of the Winter Vacation Hoosier Super Tour at Sebring International Raceway, two independent Protests were filed against Richard Baldwin, driver of Spec Racer Ford 3 (SRF3) #25, for violating General Competition Rules (GCR) 6.11.1. (On Course Driver Conduct). The first protest was filed by Alan Olson, driver of SRF3 #63, against Mr. Baldwin for failure to provide racing room which resulted in metal-to-metal contact at Turn 1 on Lap 1. The second protest was filed by Robert Reed, driver of SRF3 #03, who protested Mr. Baldwin for metal-to-metal contact at Turn 7 on Lap 1. In addition to the two Protests, Assistant Chief Steward (ACS) Dennis Joyce submitted a Request for Action (RFA) to investigate a multiple car incident at Turn 17 on Lap 3 of the SRF3 race.

The Stewards of the Meeting (SOM) Bob Gardner, Mark Russell, Lori Vitagliano, and Russ Gardner (Chairman) met to hear and rule on the Protests. The SOM chose to combine both Protests (Olson, SOM Action #7, and Reed, SOM Action #8) into a single hearing as both involved the same protested driver, Mr. Baldwin. Because the multi-car incident at Turn 17 (SOM Action #10) involved contact between Car #25 and Car #7, the RFA was added to the Protest hearing.

After hearing witness testimony, evaluating witness statements, and reviewing race videos, the SOM ruled Mr. Baldwin violated GCR 6.11.1.B. (Failure to leave racing room) and GCR 2.1.4. (Driving recklessly or dangerously) and issued him a six weekend probation and three penalty points against his Competition License. Mr. Baldwin is appealing the decision regarding the two Protests, Action #7 and Action #8.

DATES OF THE COURT

The Court of Appeals (COA) James Averett, Jack Kish, and Pat McCammon (Chairman) met on February 13 and 27, 2020, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Richard Baldwin, received January 31, 2020.
2. Official Observer's Report, including related documents, received February 6, 2020.
3. Action #7 race videos from Car #11, Car #25, Car #40, Car #63, and Car #64, received February 6, 2020.
4. Action #8 race videos from Car #03, Car #25, Car #40, and Car #64, received February 6, 2020.
5. Action #10 race videos from Car #03, Car #4, Car #11, Car #25, Car #64, and Car #92, received February 6, 2020.
6. Letter from CSOM Paul Gauzens, received February 9, 2020.

FINDINGS

Mr. Baldwin left the track before the SOM finalized its deliberations and he was notified by phone of the findings. A packet with notification of the actions, Mr. Baldwin's probationary license, and the 2020 Court of Appeals Guide was delivered by express carrier, signature required, on January 15, 2020. Conversations with the SOM at the track and a subsequent phone conversation left Mr. Baldwin with the incorrect impression he had 30 days to file an appeal. The COA recognizes this delayed submission of his appeal and accepts it.

Action #7

On the initial lap of the SRF3 race, approaching left hand Turn 1, Mr. Olson, Car #63, was next to the wall, driver's left. To his right and slightly ahead was Mr. Baldwin, Car #25, who had Car #64 to his right. As the trio approached the apex, Mr. Baldwin moved driver's left and his left rear made contact with the right front of Mr. Olson, forcing him into the wall, driver's left. Mr. Baldwin continued; Mr. Olson's car was disabled and pulled off track. Mr. Olson protested Mr. Baldwin for failure to provide racing room, per GCR 6.11.1. (On Course Driver Conduct).

In the SOM hearing, Mr. Baldwin acknowledged the incident, but denied responsibility. Mr. Baldwin believed when he turned in for the corner, he had cleared Mr. Olson, and Mr. Olson should have backed off to allow the pass. GCR 6.11.1.B. states "Each competitor has a right to racing room, which is generally defined as sufficient space on the marked racing surface that under racing conditions, a driver can maintain control of his car in close quarters." The SOM upheld the Protest.

Action #8

On the initial lap of the SRF 3 race, a group of cars approached right hand Turn 7. Inside track right was Car #11, with Mr. Reed, Car #03, to his left, and Car #64 further left. Mr. Baldwin approached the group and filled the gap left of Mr. Reed and right of Car #64. Approaching the turn, Mr. Baldwin turned in, making side-to-side contact with Mr. Reed and forcing him driver's right into Car #11. The resulting contact damaged Mr. Reed's car, which was unable to continue. Mr. Reed protested Mr. Baldwin for failure to provide racing room, per GCR 6.11.1. Mr. Baldwin acknowledged the incident to the SOM but denied responsibility. Mr. Baldwin agrees he turned in, but maintains he had already passed Mr. Reed and Mr. Reed should have backed off when the pass was initiated. The SOM upheld the Protest.

Mr. Baldwin declined to appeal the decision in Action #10, the RFA to investigate the multi-car incident in Turn 17 where he contacted Car #7. In the combined ruling on Action #7, Action #8, and Action #10, the SOM noted Mr. Baldwin made contact with 3 different cars in the first 3 laps of the race, resulting in two competitors being unable to continue. Because the SOM combined the three actions into a single hearing, the COA considered the totality of all actions as well, while noting only Action #7 and Action #8 were specifically included in Mr. Baldwin's appeal.

After a thorough review of the documentation and video evidence, the COA finds the SOM reached a responsible and thoughtful decision and issued a penalty within its authority, per GCR 7.2. (Range of penalties).

DECISION

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

JUDGEMENT OF THE COURT OF APPEALS
Michael West vs. ACS COA Ref. No. 20-03-SW
March 19, 2020

FACTS IN BRIEF

Following the Saturday, February 8, 2020, Group 3 Hoosier Super Tour race at Circuit of the Americas, Spec Miata (SM) post-race impound included a visual inspection of the intake manifolds on the top three finishing cars. Two of the three cars' intake manifolds were identical. Class Compliance Chief (CCC) Tyrone Till determined SM #39's intake manifold may have been modified. He completed a Technical Inspection Report (TIR) and discussed his observation with Assistant Chief Steward (ACS) Roger Heyl.

ACS Heyl determined the car was not compliant with General Competition Rules (GCR) 9.1.7.C.1.j.1. (Intake Manifold) and disqualified Mr. Steyn from the Saturday race. Mr. Steyn accepted the penalty without protest, and Series Chief Technical Inspector Scott Schmidt retained SM #39's intake manifold.

Subsequently, information became available indicating the intake manifold from SM #39 was an unmodified stock Mazda part. Race Director Michael West appealed to overturn the penalty assessed to Mr. Steyn.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Tom Campbell, Pat McCammon, and Jack Kish (Chairman) met on March 5, 2020, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Michael West, received March 2, 2020.
2. Official Observer's Report and related documents, received March 2, 2020.
3. Witness Statement from Scott Schmidt, received March 2, 2020.
4. Witness Statement from Rick Harris, received March 2, 2020.
5. Witness Statement from Joshua Smith, Specialist, Mazda Motorsports Technical Development, received March 2, 2020.
6. Photos of the intake manifold from SM #39, taken by Rick Harris, received March 2, 2020.
7. Photo of a stock Mazda intake manifold, taken by Sam Henry, received March 2, 2020.
8. Witness Statement from Tyrone Till, received March 12, 2020.

FINDINGS

Race Director West is appealing a Chief Steward's Action (CSA) filed on his behalf by ACS Roger Heyl. While this scenario is unusual, the COA finds that per GCR 8.4.1. (Right to Appeal), "The Race Director or Chief Steward of an event has the right to appeal any decision or penalty imposed." Further, due to

new, clarifying information received regarding the original action, it is appropriate to reopen the appeal window and allow Mr. West's appeal to be heard.

The COA acknowledges the inspections and subsequent actions taken by all parties at the Hoosier Super Tour event were authorized by the GCR and the decisions made were based on the information available to them at the time.

Following the event, Mr. Schmidt delivered SM #39's intake manifold to SCCA Road Racing Technical Manager Rick Harris, who examined and photographed the part. Per standard procedure, the pictures were forwarded to Spec Miata Advisory Committee Chairman Sean Hedrick and Club Racing Board (CRB) liaison, Sam Henry. Mr. Henry compared the photo to a stock manifold in his own shop and discovered the appearance of the part was identical. Mr. Henry photographed the stock manifold and sent the photos to Mr. Harris.

Mr. Harris forwarded the photos of the confiscated part and the stock intake manifold from Mr. Henry's shop to Joshua Smith at Mazda Motorsports. After discussion with Mr. Harris, Mr. Smith investigated and found "there are variations in the manufacturing on the Mazda Miata NB intake manifolds." Mr. Smith concluded it was unlikely SM #39's intake manifold was altered. Mr. Harris agreed and notified Mr. West of their findings, prompting Mr. West to appeal.

The COA finds the basis for the penalty against Mr. Steyn is refuted. As such, the penalty itself must be overturned, and Mr. Steyn's disqualification is removed. His finishing position is restored and all prizes, awards, and points will be reinstated.

DECISION

The COA overturns the CSA penalty in its entirety. Mr. West's appeal is well founded, and his entire appeal fee will be returned.