

CLUB RACING BOARD

NOTE: This preliminary version of the Club Racing Board Minutes is provided at this time as a service to the membership. These items may be corrected and will not be official until published on the Fastrack page of the scca.com website on or about December 20.

CLUB RACING BOARD MINUTES | December 1, 2020

The Club Racing Board met by teleconference on December 1, 2020. Participating were Peter Keane, Chairman; David Arken, David Daugherty, Jim Goughary, John LaRue, Paula Hawthorne, Sam Henry, and Shelly Pritchett, secretary. Also participating were: Bob Dowie 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, Series Tech Chief. The following decisions were made:

Member Advisory

None.

No Action Required

FC

1. #29934 (David Klutsenbaker) Spec Tire Timeline

Thank you for your letter. The Club Racing Board will present a recommendation to the Board of Directors when the details are finalized.

Strategic

1. #28031 (Christopher Schaafsma) Please Apply Some Strategy to Class Structure Changes

Thank you for your letter. We have discussed and appreciate your comments.

GTL

1. #29765 (James Gregorius) Request for Mazda 12a Rotary SIR Increase to 29mm

Thank you for your letter. Please see letter # 29754 in current Fastrack.

2. #29809 (Erik Madsen) Nissan MRA8DE Engine Inclusion to GTL list of Engines 1.8 liter

Thank you for your letter. Please see letter # 29805 in current Fastrack.

HP

1. #29823 (Mark Brakke) Need balanced representation on Production Car Committee

Thank you for your letter, and interest in this subject matter. The makeup of the Production Advisory Committee is continually changing but strives to keep a good balance of representation across all of the classes and marques, with both drivers and builders, from up and down the grid.

2. #29911 (Nick Engels) MR2 Spindles

Thank you for your letter. This part would already be considered unrestricted under the GCR definition of a "Hub" and Prod rule 9.1.5.E.b.6:

"Hub – A component to which a road wheel is attached, which provides support for the wheel, and has the capability, via attached internal bearings to rotate on a fixed shaft."

"9.1.5.E.b.6 - Wheel bearings and hubs are unrestricted."

3. #29965 (Enrik Benazic) Review the weight of the Honda civic dx (92-95)

Thank you for your letter, but the weights are correct as written. Although the engine of the 92-95 Civic DX is virtually identical to the 88-91 CRX/Civic 1.5L, the intake and fuel delivery systems are very different. The 88-91 CRX/Civic 1.5L uses a rather small dual-port down-draft throttle body, with two fuel injectors mounted into the side of it. The 92-95 Civic DX uses a true multi-port fuel injection system, with a intake plenum leading to four individual runners, one leading to each individual intake port, and each having its own fuel injector mounted at the head mating surface. In stock form, these differences were good for +10hp and +10tq. The letter writer is encouraged to campaign this vehicle on track, so that additional performance data can be collected.

Prod General

1. #29928 (Bob Hudson) Input on Recommended Prod Brake Changes

Thank you for your letter. The PAC will keep this in mind when considering future allowances.

ST General

1. #29146 (Raphael Assuncao) Request Car /classification

Thank you for your letter. We attempted to reach the letter writer with no response.

T2

1. #29530 (John Weisberg) Alfa Romeo 4C for T2

Thank you for your letter. The car is classed in T3. The CRB feels that it is not a good fit in T2. We do not feel that the 4c will be capable of competing in T2.

Not Recommended

AS

1. #29761 (Dale Cattell) Air Filter Kit for LS6 and LS2 CTS-V

Thank you for your letter and providing the induction air data. At this point the committee feels that maintaining the factory induction air system is desirable for the restricted prep nature of the car. A reduction of weight was included with letter 29759 in the current Fastrack.

FA

1. #29853 (Richard Zober) Request for Swift 016a Adjustments

Thank you for your letter. The Club Racing Board does not recommend these changes. Data obtained during the 2020 National Championship Runoffs confirms that the Swift 016a's acceleration rate is fully in line with and at no disadvantage to the acceleration rate of the Swift 014a – Mazda MZR 2.0, so adjustments to the 016a's intake restrictor and minimum weight are not warranted at this time.

P1

1. #29901 (Jason Miller) Request displacement change for 2-Cycle 6 cylinder engines

Thank you for your letter. The Club Racing Board does not recommend this change. A review of the data obtained during the 2020 National Championship Runoffs, including a request for additional views, has not shown that an adjustment to the two-cycle engine's displacement is warranted.

P2

1. #29852 (John Gyann) Assisted Shifting in Prototype 2

Thank you for your letter. The Club Racing Board does not recommend this change. CN cars use assisted shifting in their original series, the V de V Challenge Endurance Proto. The intent of the CN spec line is to allow the cars to run in P2 as they ran in the V

de V championship, and to control their performance in P2 with an appropriately-sized flat plate intake restrictor, as determined by acceleration rate data. The Club Racing Board has made such an adjustment to the CN car's intake restrictor effective 01-01-2021 and will continue to monitor class performance during the 2021 season. Please see the responses to letter #29822 in the December 2020 Fastrack Technical Bulletin and letter #28072 in the March 2020 Fastrack Minutes.

2. #29902 (Jason Miller) Request to change minimum weight for 2-Cycle 4 cylinder engines

Thank you for your letter. The Club Racing Board does not recommend this change at this time. The 1205cc two-cycle engine platform has not regularly competed in U.S. Majors Tour events, and as a result the Club Racing Board does not have current on-track data for the platform. If members interested in running the 1205cc two-cycle engine enter and compete in U.S. Majors Tour events during the 2021 season, the Club Racing Board will arrange to obtain on-track data to assess the platform's performance potential and make adjustments to the minimum weight warranted by the data.

GCR

1. #29812 (Jim Devenport) Request to Ban Tire Warmers

Thank you for your letter. It is impractical for race officials to monitor and enforce.

GT General

1. #29840 (Andrew Aquilante) Request to Require OEM Sized Side Mirrors

Thank you for your letter. The rule is adequate as written "Mirrors shall provide driver visibility to the rear of both sides of the car."

GT1

1. #28827 (Connor Kennard) Starting GT1 Build - Looking at Electric

Thank you for your letter. The CRB does not recommend adding all electric vehicles to a GT class.

EP

1. #29946 (Jon Brakke) Competition adjustment for BMW Z3

"Thank you for your letter. After reviewing collected on-vehicle data, lap and segment data, and historical performance levels and lap times at Road America for the class, a significant competitive imbalance or class speed creep does not appear to be evident. The PAC will continue to monitor the performance of this car, as well as the general balance across all of EP, at a variety of tracks."

HP

1. #29819 (Mark Brakke) Limited Prep Rear Springs

Thank you for your letter. This change is not recommended. One of the core ideas of Limited Prep is that the type and orientation of a vehicle's suspension design must remain stock. There are several classifications throughout the Prod category with this type of separate shock and spring layout, and how to prepare it to be fully adjustable within the current rules is well within reason.

2. #29891 (Brian Frank) Ford Fiesta Cylinder Head Request

Thank you for your letter. This change is not recommended, as the Fiesta never came with this head on it in the US-market. A weight break was also given to this car earlier in 2020, and the PAC would like to see it campaigned more in that new configuration before considering any additional changes.

3. #29940 (Nick Engels) Toyota MR2 Weight

Thank you for your letter. This change is not recommended. This classification is still relatively new, and its performance potential is still being developed and realized. As more get raced, more data will be collected in terms of lap times, sector times, and on-vehicle dynamics, which will allow the PAC to better monitor its capabilities and consider any future changes that may be needed.

Prod General

1. #29830 (Greg Amy) Request to allow T-Top cars to run as

Thank you for your letter. This change is not recommended. A "Targa-Type Top" is defined in the GCR as being fully removable above the driver's seats, while a "T-Type Top" is defined as having two separate removable sections, but that the roof is otherwise in a fixed position, and removing a fixed position roof is not within class philosophy.

STL

1. #29675 (Steven Zink) Remove 55mm Restrictor Plate from RX8 Renesis Motor in STL

Thank you for your letter. We are interested in seeing the car race and collecting data for future BoP. Please request SCCA to collect data on the performance of the car in events that you will be participating in.

2. #29720 (Kristina Etherington) RX8 restrictor plate

Thank you for your letter. We are interested in seeing the car race and collecting data for future BoP. Please request SCCA to collect data on the performance of the car in events that you will be participating in.

3. #29766 (Jose De Miguel) Reinstate 55 mm Flat Plate Restrictor

Thank you for your letter. Please refer to letter # 29728 in current Fastrack for BoP adjustments.

4. #29800 (David Zink) Request for Removal of Restrictor Plate from RX8

Thank you for your letter. We are interested in seeing the car race and collecting data for future BoP. Please request SCCA to collect data on the performance of the car in events that you will be participating in.

STU

1. #29857 (Skylar McKnight) Request wheel size change

Thank you for your letter. Request is not consistent with class philosophy.

T1

1. #27979 (David Woodle) Request to Remove Solid Axle Camber Weight Penalty

Thank you for your letter. Change is not recommended.

2. #29839 (David Mead) Request to Classify 2020 Ford GT in T1

Thank you for your letter. Please provide a VTS sheet to support your request.

T2

1. #28455 (Ron Randolph) Suggested BoP for PCA GTB-1 class in T-2 (With restrictions)

Thank you for your letter. The CRB doesn't feel that this would be a good fit in T2.

T3

1. #29797 (Charles Mack) Petition to Reclassify/Competition Adj. Porsche Spec Boxster

Thank you for your letter. Please make a specific request explaining what could be improved with the Boxster.

2. #29808 (Dan Huberty) Request to Adjust BMW E46 M3 for T3 Class

Thank you for your letter. We would like to monitor the class and collect data before making this change.

T4

1. #29682 (Tim Wise) Allow the SpecMX-5 Cowl Modification for the MX-5 in T4

Thank you for your letter. The CRB doesn't feel that this modification is in line with T4 intent.

Recommended Items

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Club Racing Board. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged. Please send your comments via the form at www.clubracingboard.com.

AS

1. #29669 (Pamela Richardson) Transmission Gear Ratio Change Proposal

In GCR, Section 9.1.6.D.3.a.1.a., change as follows:

"a. Any H-Pattern 4 or 5 speed transmission is permitted *with the following gear ratios:*

	<i>Wide</i>	<i>Close</i>
<i>1st gear</i>	<i>numerically greater than 2.50</i>	<i>numerically greater than 2.20</i>
<i>2nd gear</i>	<i>1.86 to 2.32</i>	<i>1.50 to 1.81</i>
<i>3rd gear</i>	<i>1.28 to 1.50</i>	<i>1.20 to 1.37</i>
<i>4th gear</i>	<i>equal to 1.00</i>	<i>equal to 1.00</i>
<i>5th gear</i>	<i>numerically less than .78</i>	<i>numerically less than .80</i>

Utilizing close ratios are permitted at a weight penalty of 75 lbs. listed on the vehicle spec line (with a tolerance of +/- .05 per gear). 4 speed transmissions must match either 4 speed gear ratios listed on their specification line or one of the car's specification line 5 speed gear ratio sets for gears 1 through 4, with a tolerance of +/- .05. Sequential shifting transmissions are prohibited. Pneumatic, hydraulic, or electric actuation of the gear shift mechanism is prohibited. Transmissions that use a gear engagement mechanism different than stock type (e.g., circular, beveled) are prohibited. Face-tooth engagement gearboxes (e.g., dog rings) are permitted at a weight penalty of 50 lbs. Any first gear ratio greater than 2.5 is permitted."

In AS, Spec Lines, Chevrolet/Pontiac Camaro & Firebird (82-92), change as follows:

Gear Ratios: "3.42, 2.28, 1.45, 1.00 or 2.95, 1.94, 1.34, 1.00, 0.73 or 3.35, 1.93, 1.29, 1.00, 0.61 *See 9.1.6.D.3.a.1.a.*"

Notes: "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."

In AS, Spec Lines, Chevrolet Camaro (10-15), change as follows:

Gear Ratios: "2.95, 1.94, 1.34, 1.00, 0.73 Or 3.35, 1.93, 1.29, 1.00, 0.61 *See 9.1.6.D.3.a.1.a.*"

Notes: "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."

In AS, Spec Lines, Ford Mustang Incl. Cobra & Cobra R (79-93), change as follows:

Gear Ratios: "3.07, 1.72, 1.00, 0.70 or 2.95, 1.94, 1.34, 1.00, 0.63 or 3.35, 1.99, 1.33, 1.00, 0.68 *See 9.1.6.D.3.a.1.a.*"

Notes: "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."

In AS, Spec Lines, Ford Mustang Incl. Cobra thru 95 (94-98), change as follows:

Gear Ratios: "2.95, 1.94, 1.34, 1.00, 0.63 or 3.35, 1.99, 1.33, 1.00, 0.68 *See 9.1.6.D.3.a.1.a.*"

Notes: "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."

In AS, Spec Lines, Ford Mustang Incl. Cobra (99-04), change as follows:

Gear Ratios: "2.95, 1.94, 1.34, 1.00, 0.63 or 3.35, 1.99, 1.33, 1.00, 0.68 *See 9.1.6.D.3.a.1.a.*"

Notes: " ~~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.~~ "

In AS, Spec Lines, Mercury Capri (79-86), change as follows:

Gear Ratios: "3.07, 1.72, 1.00, 0.70 or 2.95, 1.94, 1.34, 1.00, 0.63 or 3.35, 1.99, 1.33, 1.00, 0.68 *See 9.1.6.D.3.a.1.a.*"

PX

1. #29917 (Formula/Sports Racing Committee) PX Run Group

In GCR Appendix B, Section 1.4.2, add language as follows:

"J. The PX class shall be grouped with large bore GT- and sedan-type cars (GT1/GT2/AS/T1) in all U.S. Majors Tour and Super Tour events."

GCR

1. #29715 (Robert Bax) Flat Plate Intake Restrictor Maximum Thickness

In GCR, Appendix F - Technical Glossary, Flat Plate Intake Restrictor, change as follows:

"The restrictor shall be made from ~~flat steel or aluminum~~ *or sheet steel metal with a thickness range of 0.040in-0.250in at least 0.060 inches thick.*"

2. #29782 (Laurie Sheppard) Court of Appeals Online Submission

In GCR, 8.4.3.A.1., change as follows:

"must be in writing *or submitted via the SCCA online submission form;*"

In GCR, 8.4.3.A.3., change as follows:

"must be received by the National Office *through the SCCA online submission form, email, or delivery service, and electronically timestamped or* US Government postmarked or registered with a carrier service such as UPS or Federal Express or by Express Mail, within 10 days after the decision of the SOM or review committee has been delivered to the appellant; (see the front of the book for addresses)"

In GCR, 8.4.3.A.4., change as follows:

"must be accompanied by a fee of \$175, payable to SCCA, Inc. A minimum of \$100 of any appeal fee will be retained by the SCCA. *If using the online submission form, payment will be due at the time of submission (VISA, MC, DISCOVER accepted).* Faxed, *mailed* or emailed Appeals must include a Visa, ~~or MasterCard~~, *or Discover account* number for payment of the fee *or payment must be submitted to the National office within 24 hours.* Insufficient funds checks or credit card transactions that are rejected will be grounds for suspension of competition privileges. Any additional fees charged by the financial institution(s) will be assessed to the appellant."

3. #29918 (SCCA Staff) 9.3.11 Add Forward Facing Camera Requirement for HST/Runoffs

In GCR section 9.3.11, make changes as follows:

"9.3.11 CAMERA & CAMERA MOUNTS

A. All cars competing at Super Tour events and the SCCA Runoffs must have a forward-facing camera that is recording at all times while on track and provides a clear horizontal field of view of the cars and track ahead. The cameras may be mounted either inside the car, or on the body. If video is needed as part of an investigation of an incident, a competitor's video may be requested by race officials regardless of whether or not said competitor was involved in the incident. Failure to provide such video may result in penalties. Forward-facing cameras are recommended at all other SCCA-sanctioned events.

B. The mounts for video / photographic cameras shall be of a safe and secure design. The body of the camera or recording unit that weighs more than 8 oz shall be secured at a minimum of 2 points on different sides of the camera body. Suction cups or elastic mounts are not permitted. If a tether is used to restrain the camera, the tether length shall be limited so that the camera cannot contact the driver."

4. #30016 (SCCA Staff) Proposed Revisions Necessary for 2021 GCR - Attachment
In GCR, APPENDIX B., replace in entirety as follows:

APPENDIX B. ORGANIZATIONAL AND ADMINISTRATIVE PROCEDURES FOR EVENTS

This section contains administrative procedures and information for members and race organizers. This section mandates certain actions, but it may not be protested or appealed.

1. ORGANIZING EVENTS

1.1. SCHEDULING

1.1.1. Divisional Scheduling Representative

The Executive Steward of each Division will appoint a Divisional Scheduling Representative who will:

- A. Work with the Regions to prepare a Race Schedule for the following calendar year for all events to be conducted within his Division, including potential U.S. Majors Tour dates. All U.S. Majors Tour dates must be confirmed by the Head of Road Racing before being listed on the calendar.
- B. Submit the necessary documents and fees, *if applicable*, to the National Office to support those events.
- C. ~~Mail (see front of book for address) copies~~ *Submit copy* of the final racing schedule for his Division to the Manager of Road Racing ~~(with the appropriate non-refundable calendar listing fees)~~ and to the Chairman of the Club Racing Board, the Regional Executives of all Regions in the Division, and to the Scheduling Representatives of the other Divisions no later than December 1st.

The Scheduling Representative must be appointed in sufficient time to assure that the Race Schedule is completed and filed with the National Office no later than December 1.

1.1.2. Scheduling Policies and Procedures

- A. The Division's Race Schedule encompasses all road race activities, including Regional Events, Drivers' Schools, ~~Practice and Test Days, Performance Driving Experience and Time Trial events.~~
- B. Alternative Drivers' Schools (3.1.3.C) and Racing Experience Sessions are not required to appear on Divisional Schedules but must be sanctioned.
- C. ~~Calendar Listing Fee~~
 - 1. ~~A Region must pay a non-refundable Calendar Listing Fee for each race weekend it will sanction and conduct during the following calendar year.~~
 - 2. ~~A single fee of \$25, made payable to SCCA, is required for each weekend of racing.~~
 - 3. ~~Calendar Listing Fees are submitted to the Scheduling Representative, who forwards the fees and the approved Racing Schedule to the National Office.~~
 - 4. ~~If a date request is denied, the Fee will be refunded.~~
 - 5. ~~Change of date requests are considered new applications and a separate fee is required. The Scheduling Representative shall notify the parties listed in, AppB.1.1.1.C as changes are made in the final schedule.~~
- D. No U.S. Majors Tour events may be scheduled for a weekend that is less than two weeks prior to the start of the Runoffs.

1.2. POSTPONING OR CANCELLING EVENTS

All or part of an event may be postponed or cancelled under the following conditions:

- A. Provision is made in the Supplemental Regulations for the event, or
- B. The SOM order that all or part of the event be postponed or cancelled for reasons of safety or forces beyond their control.
 - 1. Postponement. After consulting with the organizing Region, the SOM may postpone the classes not afforded the opportunity to race (as opposed to practice or qualify), provided a scheduled date is available at the same facility within the same competition year. The postponed races shall be run under the original sanction number.
 - 2. Cancellation. An entire event (all classes, all sessions) postponed for more than 24 hours is considered cancelled, and entry fees shall be returned. If an event is cancelled during the competition, then the entry fees shall be prorated, and a reasonable portion of the entry fee shall be returned.
 - 3. Credit for Start. If an entire event is cancelled (all classes, all sessions), there shall be no credit for a start. If a race is postponed, the competitors have the option of either competing in the postponed race, or receiving a prorated refund and being classified as DNS for that race, provided they have participated in a practice session or are shown on the qualifying results for that race.

1.3. SANCTIONING EVENTS

- A. Organizers of SCCA sanctioned races may be the SCCA or one or more SCCA Regions, *designating one (1) primary host region*.
- B. The SCCA name and emblem (logo) may be used only with events sanctioned by SCCA.
- C. The National Office will issue a sanction within 5 business days from date of receiving the completed sanction application.

Appendix B. Organizational and Administrative Procedures for Events

1.3.1. Applying for an SCCA Sanction

Sanction applications must be submitted for approval at least 45 days prior to the scheduled date of the event with the following:

- A. ~~Completed~~ *Completing the online Event Sanction Process or completing a* current SCCA Sanction Application Form
- B. Entry Form
- C. Supplemental Regulations
- D. Schedule of Events

1.3.2. Sanction Requirements

In addition to the items listed in App B.1.3.1, the following conditions must be met before a sanction number can be issued:

- A. The race event is listed on the official SCCA calendar.
- B. SCCA has approved the course for Road Racing.
- C. The organizer owes no event related fees for prior events. See App B.1.6 for information about event fees.

1.3.3. Sanctioning for Alternative Drivers' Schools

SCCA Regions wishing to hold a Drivers' School using the Alternative Driving School method must submit a sanction application to the National Office no less than 10 days prior to holding a school and include the following:

- A. Sanction Application Form
- B. Name(s) of *approved* Instructor(s)
- C. Dates of "school" elements (classroom/on-track)
- D. Approval *by the Divisional Executive Steward or his designee.*

1.3.4. Courses

The words "course" and "circuit" and "track" are considered interchangeable for the purpose of these rules.

1.3.4.1. Types of SCCA Course Approval

SCCA must approve any course for a Road Racing event. For a particular track, the SCCA may: A. Limit the types of events.

- B. Restrict the number of cars which may be started simultaneously or in total.
- C. Restrict the number of entries which may be accepted for an event.
- D. Restrict the classes and categories of cars.
- E. Restrict the license grades of drivers.
- F. Disapprove the course for all SCCA speed events.

1.3.4.2. Application For An Event On An Unapproved Course

A Sanction Application for an event at a course not already approved by the SCCA must be submitted at least 2 months before the proposed event and must include a full description of the course and facilities, including a scale map.

1.4. SUPPLEMENTAL REGULATIONS AND ENTRY FORMS

Organizers may distribute Supplemental Regulations or Entry Forms for an SCCA event prior to obtaining an SCCA sanction.

1.4.1. Required Contents of Supplemental Regulations

Supplemental Regulations establish specific conditions for an event.

Before a sanction for an event can be issued, the Divisional Executive Steward or his designee must approve all Regulations different than those of the GCR. The Club Racing Board has the right of review and final approval at their discretion.

For U.S. Majors Tour events, Supplemental Regulations are drafted by the sanctioning Region and the U.S. Majors Tour staff. The Supplemental Regulations are submitted by the sanctioning Region, reviewed, and approved by the Division's Executive Steward (or his designee), and reviewed and approved by the Head of Road Racing.

Supplemental Regulations must contain the following information for the event: A. The name, location, dates, nature, and event type.

- B. *Supplemental Regulations must be updated with the sanction number and sanction type immediately."*

5. #30026 (SCCA Staff) 2021 Runoffs Qualification Criteria

In GCR, Section 3.7.4.A.1.a., change as follows:

~~"For 2020 only, due to COVID-19 event cancellations: Participate on track in a minimum of three (3) separate U.S. Majors Super Tour and/or Conference event weekends and have a 3. Events GCR – 31 minimum of one (1) individual race finish, all in the same class. Events may be a part of any Conference. A driver may substitute up to two of these required Majors weekends with: – Regional race weekends (separate from any qualifying Majors weekends) in the same class, or – Substitute entries in the same class o May be any US Majors Tour Conference or Hoosier Super Tour event held after March 16 that the driver did not participate in within the same class. o Substitute event entries must be purchased by 9/21/20 and are non-refundable. Example: A driver is only able to participate in one Majors weekend in 2020 and finishes one race on that weekend. They will qualify for the Runoffs if they: – Participate in two additional Regional Weekends in the same class, or – Participate in one additional Regional weekend in the same class and purchase one substitute event entry, or – Purchase two substitute event entries. International drivers unable to meet the participation criteria due to border closures may request a waiver of the Majors participation requirement for 2020. The substitute entry process still applies. Only drivers that participated in the 2019 U.S. Majors Tour and/or Runoffs may be granted a waiver. Requests must be made in writing to runoffs@scca.com by September 4, 2020 and include: – The class(es) you intend to race in at the 2020 Runoffs – A scanned copy of your foreign passport page that includes your name and photo. – Any motorsports events (SCCA or otherwise, in any country) that you have participated in during 2020. The following section is suspended until 1/1/21: {(~~

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

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

Drivers in the following classes may replace participation in up to two (2) Majors weekends with SCCA Pro Racing weekends in the corresponding class. Drivers who substitute one (1) Majors weekend with an SCCA Pro Racing weekend must have three (3) Majors/Super Tour race finishes. Drivers who substitute two (2) Majors weekends with two (2) SCCA Pro Racing weekends must have two (2) Majors/Super Tour race finishes. Eligible Pro weekends shall occur between January 1st of that year and a date not less than two (2) weeks prior to the start of the Runoffs or as otherwise specified in the Runoffs supplemental regulations.

Drivers choosing the SCCA Pro Racing Path must purchase substitute Majors entries through the Member Account Portal of SCCA.com for the number of substitute Majors event weekends (either 1 or 2) by September 14, 2021. SCCA will collect and distribute the fees to the SCCA Regions. ~~Drivers must request this replacement through the Road Racing Department, and pay the entry fee to the Majors event(s) of their choice, to be collected and distributed by SCCA.~~

GT1- TA

GT2- TA2 or TA-SGT

T1 - TA-SGT or TA-GT

T2 - TA-GT

FA – F3, F4, *FRA*, Atlantic (FRP), FB (FRP)

FX – F4, *F2000 (FRP)*

FC – F2000 (FRP)

FF – F1600 (FRP)

P2 – Radical Cup North America

This replaces participation but not the Majors finish or points requirements."

In GCR, Section 3.7.4.A.1.b., change as follows:

"The following section is suspended until 1/1/2022."

b. Performance Requirements

A competitor must meet one of the following:

1. Finish in the top 10 of a Conference's point standings in class, or, in classes with more than 20 participants, finish in the top 50 percent.
2. Finish in the top 50 percent of the Super Tour point standings following the last Super Tour/Majors race.

Example: If 100 drivers participate in a class within a Conference or the Super Tour in the current race season, the top 50, who score any points, will receive an invitation."

GTL

1. #29818 (Chris Doodson) Exhaust Rules Contradiction

In GCR, Section 9.1.2F.7.e.1., change the following:

"Note that the exhaust outlet shall still be mounted as low as possible; ~~this does not authorize exhaust outlets through the door.~~"

T2

1. #28542 (Hans Peter) Request Cooling and Update Rules around BMW 235iR

In T2 Spec Lines, BMW M235iR (-2016), add to notes as follows:

"EVO package permitted +75 lbs."

Taken Care Of

P2

1. #29862 (Greg Gyann) Request for parity in the Prototype 2 Class

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the responses to letter #29852 in this Fastrack and letter #29822 in the December 2020 Fastrack Technical Bulletin. Adjustments have been made effective 01-01-2021 to the flat plate intake restrictors on the CN car's stock Honda K20A engine and stock 1.0 liter motorcycle engines manufactured before the 2009 model year. Time needs to be afforded these changes to evaluate their effectiveness in improving competition and class participation. The Club Racing Board will continue to monitor performance during the 2021 season and will make additional data-based adjustments if needed.

2. #29871 (Thomas Kaufman) P2 Rules Considerations

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the responses to letters #29852 and #29862 in this Fastrack and letter #29822 in the December 2020 Fastrack Technical Bulletin. The Club Racing Board will continue to monitor class performance during the 2021 season and will make additional data-based adjustments if needed.

GT General

1. #26004 (Luis Rivera) Request for Clarification on Bridge Porting for Rotary

Thank you for your letter. Please refer to Technical Forms and Downloads on the SCCA website.

GT3

1. #26510 (Luis Rivera) Disenfranchised Weight Penalty and Porting Clarification

Thank you for your letter. Please refer to Technical Forms and Downloads on the SCCA website.

STL

1. #29932 (Louis Boustani) Rear Wheel Drive Weight Penalty Removal Request

Thank you for your letter. Please see letter # 29728 in current Fastrack.

STU

1. #29562 (Raymond Philibert) Request For Weight and Choke Adjustment of 13B Street Port

Thank you for your letter. Please reference letter # 29333 in the current Fastrack.

T2

1. #28833 (Joseph Aquilante) Request to change T2 C5 Corvette restrictor, weight, and brakes

Thank you for your letter. Please see letter # 29486 in December Fastrack.

2. #29039 (Kurt Rezzetano) 97-04 Corvette C5 BOP

Thank you for your letter. Please see letter # 29486 in December Fastrack.

3. #29050 (Tim Kezman) BOP Help for the Porsche 997.2 with PDK

Thank you for your letter. Please see letter # 29486 in December Fastrack.

4. #29053 (William Moore) 2014 Camaro SS Intake

Thank you for your letter. Please see letter # 29486 in December Fastrack.

5. #29054 (William Moore) Request for 2014 Camaro SS 85 mm Restrictor Size

Thank you for your letter. Please see letter # 29486 in December Fastrack.

6. #29058 (Brian LaCroix) Corvette Balance of Performance

Thank you for your letter. Please see letter # 29486 in December Fastrack.

7. #29064 (William Moore) Porsche PDK

Thank you for your letter. Please see letter # 29486 in December Fastrack.

8. #29065 (Michael Lavigne) Request for Mustang Competition Adjustment

Thank you for your letter. Please see letter # 29486 in December Fastrack.

9. #29069 (Mark Boden) Porsche 997 PDK

Thank you for your letter. Please see letter # 29486 in December Fastrack.

10. #29071 (Joe Aquilante) Request to Look at T2 BOP

Thank you for your letter. Please see letter # 29486 in December Fastrack.

11. #29268 (ALI SALIH) Reevaluate align T2 Porsches

Thank you for your letter. Please see letter # 29486 in December Fastrack.

12. #29346 (Michael Lavigne) Comp Adjustment for Mustang

Thank you for your letter. Please see letter # 29486 in December Fastrack.

13. #29348 (Brian LaCroix) Rule Making Process and Adjustments

Thank you for your letter. We have made recent changes to try to improve the BOP of T2.

14. #29751 (Tim Myers) Post Runoffs Feedback T2

Thank you for your letter. Please see letter # 29486 in December Fastrack.

15. #29798 (Scotty White) Request to Help S550 Mustang

Thank you for your letter. Please see letter # 29486 in December Fastrack.

16. #29799 (Scotty White) Request to Help S197 Mustang GT

Thank you for your letter. Please see letter # 29486 in December Fastrack.

17. #29803 (Michael Lavigne) Request for Competition Adjustment for Mustang

Thank you for your letter. Please see letter # 29486 in December Fastrack.

18. #29832 (Nathan McBride) Request Homologation of new car in T2 see letter 29523

Thank you for your letter. Please see letter # 29523 in current Fastrack.

T3

1. #28315 (Joshua Fitzpatrick) Turbo Inlet Restrictor

Thank you for your letter. The Touring Committee has made several attempts to contact the letter writer to gain understanding of the request and work with them to find a compliant solution however the writer has not responded

T4

1. #29661 (James Hammond) 06-11 Civic Si Struts/Shocks

Thank you for your letter. Please see letter # 29752 for T4 BOP responses in current Fastrack.

2. #29707 (Chris Taylor) Request for Mazda3 LSD

Thank you for your letter. Please see letter # 29752 for T4 BOP responses in current Fastrack.

3. #29718 (David Mead) RX8 Sway Bar Alternatives

Thank you for your letter. Please see letter # 29752 for T4 BOP responses in current Fastrack.

4. #29771 (Rich Grunenwald) Request Allowances for 2005 - 2010 Mustang

Thank you for your letter. Please see letter # 29752 for T4 BOP responses in current Fastrack.

5. #29773 (Matthew Miller) Help for the 2005-2010 4.0 Liter V6

Thank you for your letter. Please see letter # 29752 for T4 BOP responses in current Fastrack.

6. #29780 (Christopher Windsor) 06-15 MX5 BOP

Thank you for your letter. Please see letter # 29752 for T4 BOP responses in current Fastrack.

7. #29794 (Scotty White) Request to Help Mustang

Thank you for your letter. Please see letter # 29752 for T4 BOP responses in current Fastrack.

8. #29873 (Richard Dickey) Mazda RX-8 BOP Request

Thank you for your letter. Please see letter # 29752 for T4 BOP responses in current Fastrack.

9. #29875 (Brent Simonson) Request for Adjustments to the Mazda RX-8

Thank you for your letter. Please see letter # 29752 for T4 BOP responses in current Fastrack.

10. #29881 (Owen Schefer) Request RX8 considerations

Thank you for your letter. Please see letter # 29752 for T4 BOP responses in current Fastrack.

11. #29882 (Greg Guthrie) Request for Balance of Power Help for RX8

Thank you for your letter. Please see letter # 29752 for T4 BOP responses in current Fastrack.

What Do You Think

None.

RESUMES

None.