official SCCA member notification
Fastrack news
EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

CLUB RACING BOARD MINUTES

CLUB RACING BOARD MINUTES | December 1, 2020 **REVISED 5/21/2021**
The Club Racing Board met by teleconference on December 1, 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 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 these 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 isn't a good fit in T2. We don't 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:*

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

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.*"

B-Spec
1. #29480 (Tony Roma) Spec Tire Recommendation
In GCR, B-Spec, section 9.1.10.E.7, change as follows:
"7. Tires: ~~tire size shall be 205/50/15. Tires must conform to GCR section 9.3. Tires. All tires shall be~~ offered for sale over the counter through the tire manufacturer's dealer network. The brand of tire and tire pressures are unrestricted.
a. One of the allowed Hankook Tires must be used in complete sets. No mixing of wet and dry tires on the car.
b. For Dry racing the Hankook P205/50ZR15 Z214 is required after 6-1-2021 for the following SCCA Majors, Super Tour and Runoffs
c. For Wet racing the Hankook 200/580R15 Z217 Rain Tire is allowed after 6-1-2021 for the following SCCA Majors, Super Tour and Runoffs
d. Regional Racing can continue with any DOT race tire for wet or dry races through the 2021 season
e. When using the wet tire all cars get a 0.2" lower ride height allowance due to smaller radius of the wet tire."

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~~."

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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 ~~A~~*a*ppeals 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 TimeTrial 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~~s~~ 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

B-Spec

1. #29315 (Ali Naimi) Against Spec Tire
Thank you for your letter. This issue is addressed by the outcome of letter 29480 in the current Fastrack.

2. #29317 (Blair Deffenbaugh) B-Spec Spec Tire Thoughts
Thank you for your letter. This issue is addressed by the outcome of letter 29480 in the current Fastrack.

3. #29318 (Frank Schwartz) Spec Tire Feedback
Thank you for your letter. This issue is addressed by the outcome of letter 29480 in the current Fastrack.

4. #29324 (G. Brian Metcalf) Against Spec Tire
Thank you for your letter. This issue is addressed by the outcome of letter 29480 in the current Fastrack.

5. #29326 (Fritz Wilke) Against Spec Tire
Thank you for your letter. This issue is addressed by the outcome of letter 29480 in the current Fastrack.

6. #29330 (Rob Piekarczyk) Against Spec tire
Thank you for your letter. This issue is addressed by the outcome of letter 29480 in the current Fastrack.

7. #29344 (Rick Harris) Opposes Spec Tire
Thank you for your letter. This issue is addressed by the outcome of letter 29480 in the current Fastrack.

8. #29369 (Brandon Vivian) 2021 Spec Tire - Considerations - Not supported
Thank you for your letter. This issue is addressed by the outcome of letter 29480 in the current Fastrack.

9. #29377 (Rob Piekarczyk) Request information on the Spec tire process
Thank you for your letter. This issue is addressed by the outcome of letter 29480 in the current Fastrack.

10. #29388 (Robert Bax) Spec Tire comments
Thank you for your letter. This issue is addressed by the outcome of letter 29480 in the current Fastrack.

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.

official SCCA member notification
Fastrack news
EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

TECHNICAL BULLETIN

DATE: December 20, 2020
NUMBER: TB 21-01
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 1/1/2021. 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. #29514 (Scott Marcero) Request for 2015 -2017 Ford Mustang Spec Line
In AS, Spec Lines, classify the Ford Mustang GT 5.0l (15-17) Restricted Preparation as follows:

AS	Wheel-base	Gear Ratios Std. (or Alt.)	Brakes (Max) (in/mm)	Weight (lbs)	Notes:
Ford Mustang GT 5.0l (15-17) Restricted Preparation	*107.0*	*3.66, 2.43, 1.69, 1.32, 1.00, .65*	*(14.0/355)*	*295 tire: 3600*	*Max. Wheel Size: 18 x 10. Stock brakes or alternate Ford Brembo Brake caliper (Ford Racing Kit #M-2300-S) may be used. 55mm flat plate restrictor required. Rear spring relocation to shock permitted.*

2. #29591 (Tom Brown) Request Trunk lid / Rear Hatch clarification
In GCR, Section 9.1.6.D.7.d.4., change as follows:
"Underhood bracing on stock hoods*, trunks, and rear decks* may be modified or removed."

3. #29759 (Dale Cattell) Common Weight for CTS-V Tire
In AS, change Weight (lbs.) (tire sizes are max) as follows:
Cadillac CTS-V (04-07):
"~~275 Tire: 3420~~ 295 Tire: ~~3470~~*3450*"

Chevrolet Camaro SS (V8) (10-13):
"~~275 Tire: 3550~~"

Dodge Challenger (08-20):
"~~295 Tire: 3500~~ 315 Tire: 3600"

4. #30041 (American Sedan Committee) Correction to specifications inadvertently deleted
In AS, classify the Chevrolet/Pontiac Camaro & Firebird (93-02) as follows:

AS	Wheel-base	Gear Ratios Std. (or Alt.)	Brakes (Max) (in/mm)	Weight (lbs)	Notes:
Chevrolet/Pontiac Camaro & Firebird (93-02)	*101.1*	*See 9.1.6.D.3.a.1.a*	*13.1 x 1.27 Disc*	*3250 Over 313 CID 3500*	*Underside of cowl may be modified to facilitate carb installation. The cowl and shock tower sheet metal may be modified to allow the installation of an 82-92 F-body brake booster and master cylinder. 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.*

In AS, classify the Ford Mustang GT (05-14) as follows:

AS	Wheel-base	Gear Ratios Std. (or Alt.)	Brakes (Max) (in/mm)	Weight (lbs)	Notes:
Ford Mustang GT (05-14)	*107.1*	*See 9.1.6.D.3.a.1.a*	*13.1 x 1.27 Disc*	*3350 Over 313 CID 3600*	*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: F3ZE AA (GT40), F1ZE-AA (GT-40), F77E-AA (GT-40P), Port Volume (Max.): 143.00cc IN/54.00cc EX (GT-40 & GT-40P) with a 200 lb weight reduction. Edelbrock Cylinder Head Part #s 602579, 602479 are permitted.*

B-Spec
None.

Formula/Sports Racing

FA

1. #29702 (Tyler Wilson) Request to classify Formula Lites Crawford FL15

In FA Table 2, classify the Formula Lites Crawford FL15 as follows:

Table 2						
Car	**Engine**	**Wheel Width (in) ± .060**	**Aero**	**Transmission**	**Weight**	**Notes**
Formula Lites Crawford FL15	*Stock 2.4 Liter Honda K24Z7*	*(F) 13 x 9 (R) 13 x 10.5*	*See notes*	*Hewland FTR 500 6-speed sequential transmission with pneumatic paddle shift system*	*1325*	*Car must comply with all Formula Lites technical regulations found here: https://www.scca.com/pages/technical-forms-and-downloads. No engine modifications except dry sump oil system, airbox, and HPG exhaust header. No engine machining allowed. GEMS ECU map must remain original and unmodified. The CRB may require a Flat Plate Intake Restrictor at any time.*

FX

1. #29933 (Doris Siebert) Request for Car Classification to Compete in Formula X

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

"*8. 2010–2017 Formula Renault 2.0 – Shall comply with notes in Table 1.*"

In FX Table 1, classify the 2010–2017 Formula Renault 2.0 as follows:

Table 1						
Car	**Engine**	**Wheel Width (in) ± .060**	**Aero**	**Transmission**	**Weight**	**Notes**
2010-2017 Formula Renault 2.0	*2.0 Liter Renault F4R 832*	*(F) 9 (R) 10*	*See notes*	*See notes*	*1300*	*Engine must remain sealed. Car must comply with year-specific Formula Renault 2.0 manual, technical regulations, and all applicable bulletins found here:* https://sites.google.com/a/renault-sport.com/formule-renault-2-0-en/bulletins-techniques/2017 https://sites.google.com/a/renault-sport.com/formule-renault-2-0-en/manuel-d-utilisateur/2017 *No part of the car may be altered from original Formula Renault 2.0 components, except for necessary repairs that do not affect performance. The CRB may require a Flat Plate Intake Restrictor or reclassify the car at any time.*

P1
1. #30038 (Club Racing Board) DP02 Sealed 2ltr Engine Option
In P1 Engine Table, Elan DP02-spec Mazda MZR, change Notes as follows:
"Sealed engine option will be removed **effective** ~~1~~*3*/1/2021.

PX
1. #29796 (JOHN LABRIE) Request to classify Superlite Aero in PX
In PX Table 1, classify the Superlite Aero as follows:

Table 1					
Marque	**Model**	**Engine**	**Restrictor**	**Min Weight (lbs)**	**Notes**
Superlite	*Aero*	*Sealed Katech GM LS3 6.2L V8*	*NA*	*2180*	

GCR
None.

General
None.

Grand Touring

GT2

1. #29742 (Tom Patton) Request change to engine firing order rule
In GT2/ST, Spec Lines, Ford Mustang/ Thunderbird (Boss 302), add to Notes as follows:
"*Firing Order is Unrestricted" for this engine.*"

2. #29833 (Nathan McBride) Request E-46 BMW M3 balance of performance
In GT2/ST, Spec Lines, BMW E46 M3 & E36 / BMW Z3 / BMW 5000cc V8, change weight as follows:
"~~2600~~*2500*"

3. #30029 (Club Racing Board) GT2-ST CORVETTE CHANGES
In GT2-ST, Spec Lines, classify Chevrolet Corvette (-2013) as follows:

GT2-ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
Chevrolet Corvette (-2013)	*L76 5967*	*3000*	*73 mm Flat Plate*	GM L76. May use the LSX cast iron block with OEM LS2 bore and stroke.

In GT2-ST, Spec Lines, Chevrolet Corvette (-2019), change as follows:
Year: "(*14-*~~20~~19)"

Restrictor:
L76 5967: "~~70~~*73* mm flat plate"

In GT2-ST, Spec Lines, Chevrolet Corvette (-2019), change Min. Weight as follows *effective 3/1/2021*:
LS2 5967: "~~3000~~*3100*"
L76 5967: "~~3000~~*3100*"
6162 w/74mm flat plate: "~~3000~~*3100*"
6162 w/71mm flat plate: "~~3250~~*3300*"
6162 w/68mm flat plate: "~~3250~~*3300*"
7011: "~~3200~~*3300*"
7011 OEM: "~~3275~~*3325*"

GTL

1. #29754 (Michael Lewis) Request for Help for Mazda 12A
In GTL Engines - MAZDA, Spec Lines, 12A, change as follows *effective 3/1/2021*:
Fuel Induction: "~~27~~*29*mm SIR"
Weight: "~~1950~~*2000*"
Notes: "~~May use a 28mm SIR plus 175lbs.~~"

2. #29805 (Peter Zekert) Please Add GTL Nissan 1.8L Engine MRA8DE
In GT Engines, classify the MRA8DE as follows:

GT Engines -

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (CC)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
MRA8DE	*DOHC*	*79.7mm x 90.1mm*	*1797*	*Alum. Cross flow*	*4*	*22.5mm SIR*	*2050*	

3. #29867 (Grand Touring Committee) Increase 13b SIR size
In GTL, Spec Lines, Engines - MAZDA 13B, change as follows:
Fuel Induction: "~~26~~*28*mm SIR"
Notes: "~~May use a 27mm SIR plus 175lbs.~~"

Improved Touring
None.

Legends Car
None.

Production
1. #29893 (Rich Walke) Alternate Front Brake Rotors and Calipers for EP AH 3000
In EP, Spec Lines, Austin-Healey 3000 Mk. I, II, III, add to Brakes Alt.: mm/(in.) as follows:
"Rear Disc: #H82462 *Front calipers & discs from TR-6 (std. or alt)*"

FP
1. #29963 (Chuck Mathis) Request VW weight break
In FP, make weight changes as follows:
Volkswagen Golf 1.8 (85-92): "~~1950~~*1900*"
Volkswagen Jetta (includes GLI) (82-84): "~~1783~~*1733* ~~1853~~*1803*"
Volkswagen Jetta 1.8 (85-92): "~~1950~~*1900*"
Volkswagen Rabbit (Includes Convertible): "~~1783~~*1733* ~~1853~~*1803*"
Volkswagen Scirocco: "~~1783~~*1733* ~~1853~~*1803*"

Spec Miata
None.

Super Production
None.

Super Touring

STL

1. #29728 (Tom Fowler) Request for FWD and RWD Parity
In STL, GCR Section 9.1.4.2.H.2, change as follows:
"Rear wheel drive cars with strut front suspension must add ~~3~~*0*.5 percent to their baseline STL weight. All other rear wheel drive cars must add ~~5.5~~*2.5* percent to their standard baseline STL weight."

2. #29815 (David Mead) Request to Remove Honda F20C 2% Weight Penalty
In STL Spec Lines, Honda F20C, change Minimum Weight as follows:
"Chart~~ + 2%~~"

3. #30023 (Club Racing Board) Request for FWD and RWD Parity
In STL, Table A, Acura/Honda B16, change Notes as follows:
"~~54~~*53*mm flat plate restrictor required."

In STL, Table A, Acura/Honda B17, change Notes as follows:
"~~54~~*53*mm flat plate restrictor required."

In STL, Table A, Acura/Honda B18C1, change Notes as follows:
"~~54~~*53*mm flat plate restrictor required."

In STL, Table A, Acura/Honda B18C (JDM Type R), B18C5 (USDM Type R), B18C6 (UK and Euro Type R), B18C7 (Australia Type R), change Notes as follows:
"~~53~~*52*mm flat plate restrictor required."

In STL, Table A, Mazda MZR, change Notes as follows:
"~~53~~*52*mm flat plate restrictor required."

STU

1. #29333 (Nick Leverone) 13B Rules Adjustment
In STU, remove Spec Line in entirety, Mazda 13B, weight 2300.

In STU, remove Spec Line in entirety, Mazda 13B Bridge Port, weight 2600.

In STU, classify Mazda 13B Street Port as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
Mazda 13B Street Port	*N/A*	*2400*	*Allow any dual throttle body/bodies. Chokes must be located within 4" of the throttle butterfly. Auto-type 2bbl choke(s) with any dual-Y manifold.*

Touring

T1

1. #29708 (Joe Aquilante) Correct T1 Limited Prep Years
In T1-LP Spec Lines, Chevrolet Corvette Z06 (06-12), change years as follows:
"(06-~~12~~*13*)"

T2-T4

1. #29523 (Victor Leleu) Request to Classify BMW M2 CS
In T2, classify the BMW M2 CS Cup 2020+ as follows:

T2	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 M2 CS Cup 2020+	*84mm x 89.6mm 2979 (cc)*	*2693mm*	*10.5 x 18*	*295*	*4.81, 2.59, 1.70, 1.28, 1, .84, .67,*	*4.17*	*380mm (f) 390mm (r)*	*3625*	*As homologated from BMW Motorsports No other changes or touring rule allowances permitted.*

2. #29860 (Randall Smart) Request Mustang 8.8ÃƒÂ¢Ã¢â€šÂ¬Ã‚Â rear axle replacement
In T4, Spec Lines, Ford Mustang V6 (05-10), add to Notes as follows:
"*GT 8.8 rear axle assembly with 3.55 final drive allowed with +25lb penalty.*"

3. #29908 (Touring Committee) Cap year range on all 86s
In T3, Spec Lines, Scion FR-S/ Toyota 86, GT (13-20), change Year as follows:
"(13-~~20~~*21*)"
In T3, Spec Lines, Subaru BRZ (13-20), change Year as follows:
"(13-~~20~~*21*)"
In T4, Spec Lines, Subaru BRZ (2017-), change Year as follows:
"(~~20~~17-*21*)"
In T4, Spec Lines, Toyota 86, GT (2017-), change Year as follows:
"(~~20~~17-*21*)"

T3

1. #29710 (Derek Kulach) 350Z Rear Caliper Replacement
In T3, Spec Lines, Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08), add to Notes as follows:
"*44011-RC350 rear caliper kit permitted, 43206-SZ350 Right rotor permitted, 43207-SZ350 Left rotor permitted.*"

In T3, Spec Lines, Nissan 370Z (09-16) / 370Z NISMO Edition (09-13), add to Notes as follows:
"*44011-RC350 rear caliper kit permitted, 43206-SZ350 Right rotor permitted, 43207-SZ350 Left rotor permitted.*"

In T3, Spec Lines, Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08) Spec Z, add to Notes as follows:
"*44011-RC350 rear caliper kit permitted, 43206-SZ350 Right rotor permitted, 43207-SZ350 Left rotor permitted.*"

In T2, Spec Lines, Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08), add to Notes as follows:
"Stillen part #400338 permitted. *44011-RC350 rear caliper kit permitted, 43206-SZ350 Right rotor permitted, 43207-SZ350 Left rotor permitted.* Must conform to all SpecZ 2018 Edition rules. No other touring allowances beyond 2018 SpecZ edition rules or allowances listed here"

2. #30002 (Touring Committee) 2020 T3 Suggested Changes
In T3, Spec Lines, Ford Mustang EcoBoost (2015-), change Notes as follows *effective 3/1/2021*:
"~~36~~*35*mm TIR required. Rear spring relocated to shock allowed. 800lbs springs (F/R) allowed. EcoBoost Performance Package allowed in part or complete. Optional:6 speed automatic transmission (with paddle shifters). Speed Factory Intercooler,part # SF-55-002 permitted. BMR rear upper control arm camber linkspart #UTCA064 permitted. Non-EcoBoost Performance Pack base model 320mmfront brakes, 2 piston front calipers allowed (-50lbs). *Ford Motorsports 6-piston M2300V 380mm brake kit allowed with +175lb penalty, or optional 2-piece rotor 355mm max Brembo brake kit #M-2300-S allowed with +100lb penalty.* Sway bars allowed up to 35mm (F) 25mm (R)."

In T3, Spec Lines, Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08), change Weight as follows:
"DE Motor: ~~3275~~*3250*"

In T3, Spec Lines, Ford Mustang V6 (15-17), change Weight as follows:
"~~3525~~*3475*"

In T3, Spec Lines, Ford Mustang V6 (15-17), change Notes as follows:
"~~55~~*58*mm flat plate restrictor required. Rear spring relocated to shock allowed. 800lbs springs (F/R) allowed. Track package allowed. Optional: 6 speed automatic transmission (with paddle shifters). Sway bars allowed up to 35mm (F) 25mm (R). *Ford Motorsports 6-piston M2300V 380mm brake kit allowed with +175lb penalty, or optional 2-piece rotor 355mmmax Brembo brake kit #M-2300-S allowed with +100lb penalty.*"

T4
1. #29681 (Tim Wise) Allow the SpecMX-5 Update Kit Into Touring 4 for the MX-5
In T4, Spec Lines, Mazda MX-5 / Club Model (06-15), add to Notes as follows:
"*Mazda Transmission kit part # 0000-02-5700.*"

In T3, Spec Lines, Mazda MX-5 NC (06-15), add to Notes as follows:
"*Mazda Transmission kit part # 0000-02-5700.*"

Fastrack news official SCCA member notification
EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Joseph Tobin vs. SOM COA Ref. No. 20-09-SE
December 9, 2020

FACTS IN BRIEF

On September 27, 2020, following the Group 3 race at the SARRC Invitational Challenge at Roebling Road Raceway, Joseph Tobin, driver of Spec Miata (SM) #18 filed a Protest against Thomas Hart, driver of SM #44 charging violations of General Competition Rules (GCR) 6.11.1. (Rules of the Road) including blocking and avoidable contact.

The Stewards of the Meeting (SOM) Kurt Breitinger, Carol Cone, Toni Creighton, George DeLong, and Peter Olivola (Chairman) met, reviewed the evidence, heard witnesses, and determined there was insufficient evidence to determine fault. Mr. Tobin appealed the ruling of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Tom Campbell, Laurie Sheppard, and Jack Kish (Chairman) met on October 29, 2020, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Mr. Tobin, received October 27, 2020.
2. Official Observer's Report and related documents, received October 27, 2020.
3. Edited video from Car #44, received October 27, 2020.
4. Video, photos, and statements provided by Mr. Tobin, received October 27, 2020.
5. Additional statement and video from Mr. Hart, received November 5, 2020.

FINDINGS

In his appeal letter, Mr. Tobin described his participation in the Protest Hearing held on September 27, 2020. He cited a lack of available technology to adequately view his in-car video of the race. The COA notes Mr. Tobin's video was not retained by the SOM, although the Hearing and Decision form indicates video was considered. Edited video from Car #44 was submitted as part of the Observer's Report.

After reviewing Mr. Tobin's Appeal letter and the official Observer's Report, the COA was unable to verify Mr. Tobin was given a full and equitable hearing of his Protest. GCR 8.4.5.A.2. states the COA may "request the Chairman of the Stewards Program to

appoint a new SOM made up of Executive Stewards and a driver representative from outside the division the appeal originated from to rehear the original action". Therefore, to provide Mr. Tobin and Mr. Hart with full and equitable due process, such a request was made.

A new SOM court consisting of Kevin Coulter, Dave Deborde, and Fred Brinkel, Chairman, convened remotely to review all submitted evidence and witness statements, interview the parties to the protest, and rule on Mr. Tobin's allegations. The SOM provided their ruling to Mr. Tobin and Mr. Hart separately on November 24, 2020. In doing so, the original SOM's ruling became null and void. Mr. Hart was advised of his right to appeal the new ruling. Mr. Tobin was advised he could continue his appeal based on the new SOM decision. Mr. Tobin withdrew his appeal.

DECISION
The COA returns Mr. Tobin's appeal unheard. As no additional appeal was initiated, the matter is now closed. Mr. Tobin's entire appeal fee will be returned.

official SCCA member notification
Fastrack news
EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

CLUB RACING BOARD MINUTES | January 5, 2021

The Club Racing Board met by teleconference on January 5, 2021. Participating were Peter Keane, Chairman; David Arken, David Daughtery, Jim Goughary, John LaRue, Paula Hawthorne, Sam Henry, Tom Start, Tony Ave and Shelly Pritchett, secretary. Also participating were: Bob Dowie, Chris Albin and Dayle Frame, 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

General

1. #30227 (Club Racing Board) Driver Restraint System Expiration Date Extension
The expiration date for Driver Restraint Systems that expired 12/31/2020 has been extended through February 28, 2021. It has come to the attention of the SCCA that due to COVID-related manufacturing and shipping interruptions, the availability of certain Driver Restraint System brands have been delayed in the United States. Deliveries are expected to resume the first week of February. For additional details, contact the tech department at SCCA.800-770-2055tech@scca.com. Thank you, Club Racing Board

No Action Required

B-Spec

1. #29323 (Donald (Steve) Hewett) Against Spec Tire for B-Spec
Thank you for your letter. This issue is addressed by the outcome of letter 29480 in the January 2021 Fastrack.

2. #29590 (Alex Ratcliffe) Choose a proper Rain tire for BSPEC
Thank you for your letter. Please see the 2021 tire rule from letter 29480 in January 2021 Fastrack.

3. #29723 (Frank Schwartz) Request Spec Rain Tire
Thank you for your letter. Please see the 2021 tire rule from letter 29480 in January 2021 Fastrack.

4. #29816 (G. Brian Metcalf) Request to Remove the 200 Tread Wear Rain Tire Requirement
Thank you for your letter. Please see the 2021 tire rule from letter 29480 in January 2021 Fastrack.

5. #29859 (John Phillips) Restrictor Plate Thickness
Thank you for your letter. Please see letter # 29715 in January Fastrack.

FA

1. #30099 (Michael Holland) FB Engines and Transmissions in FA
Thank you for your letter. The FA rules provide that engines shall be derived from automobiles unless otherwise specified in the tables that follow. Please see GCR section 9.1.1.A.2.a. Table 2 specifically states that motorcycle-based 4-cycle engines up to 1000cc may be used in F1000 cars competing in the FA class. The FA rules also state that no more than five forward speeds and an operational reverse gear shall be used unless otherwise noted in Table 2 that follows. Please see GCR section 9.1.1.A.3.a. Table 2 states that F1000 cars competing in the FA class must comply with the December 2019 GCR Formula 1000 (FB) preparation rules, which specifically permit the use of a motorcycle engine's associated sequential transmission and state that a reverse gear is not required. The F1000 car is properly classified in the FA class.

FV

1. #30071 (Michael Clark) 4-bolt disc brakes in Formula Vee - IN FAVOR
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #30080 in this Fastrack.

FX

1. #29716 (Jim Rogaski) FM Tire Use
Thank you for your letter. The Club Racing Board does not recommend this change. The rules are adequate as written.

2. #30160 (Craig Seeley) Formula Renault FR2.0
Thank you for your letter. The Formula Renault 2.0 was not classified in the FX class in 2020. Please see the response to letter #27793 in the January 2020 Fastrack Board of Directors Minutes. Nor was the Formula Renault 2.0 recently added to the FA class. The Ex-Fran-Am 2000 Formula Renault 2.0 has been classified in FA since 2008 and remains classified in FA for 2021. Please see FA Table 2 in the General Competition Rules from 2008 through 2021. The 2010-2017 Formula Renault 2.0 has recently been classified in the FX class effective 1/1/2021 based on the availability of complete specifications and drawings for this date range of cars. Please see the response to letter #29933 in the January 2021 Fastrack Technical Bulletin. Members who wish to race the earlier Ex-Fran-Am 2000 Formula Renault 2.0 in FX may submit complete specifications and drawings with a request for reclassification and the Club Racing Board will consider moving the car from FA to FX. Please see the response to letter #30139 in this Fastrack.

PX

1. #30091 (David Gomberg) Opposed to PX Grouping (January Fastrack letter #29917)
Thank you for your letter. The Club Racing Board appreciates your comments.

2. #30115 (Peter Jankovskis) Opposition to Proposed Rule Requiring PX Cars be Grouped With GT1
Thank you for your letter. The lightest car classified in PX is the V8-powered Radical SR8, which runs at a minimum weight very close to a Porsche 962's weight. Please see PX Table 1. All other cars classified in PX are heavier than a Porsche 962. The Club Racing Board has no plans to classify cars lighter than the Radical SR8 in the PX class.

GCR

1. #29379 (John Weisberg) Roll Cages for Cars with Composite Chassis
Thank you for your letter. Roll Cage and installation must be FIA certified.

2. #29900 (Jim Lee) Fire System Rules
Thank you for your letter. Please see letter # 29883 in current Fastrack.

3. #29991 (Christopher Childs) Traction Control
Thank you for your letter. It is the intent of the rules to prohibit traction control except where specifically allowed regardless if the current technical inspection capabilities are able to accurately detect the use in every case. As technology and SCCA's data collection progress it is anticipated that detection capability will be developed. In the meantime it is important to make clear in the rules where this technology is prohibited and where it is permitted with the expectation competitors will as a matter of honesty and integrity not utilize the technology where prohibited.

4. #30030 (Eric Heinrich) Request Trailing Arm clarification
Thank you for your letter. Rules are adequate as written, rules from Road Racing do not cross over to Time Trials. If you are requesting a compliance review, please see GCR 8.1.4.

5. #30042 (Clark Cambern) Roll Cage Rules Clarification: Gussets
Thank you for your letter. If you are requesting a compliance review, please see GCR 8.1.4.

6. #30044 (Clark Cambern) Roll Cage Rules Clarification: Number of Gussets
Thank you for your letter. If you are requesting a compliance review, please see GCR 8.1.4.

ITA
1. #30027 (Anthony Depietto) Pillaging the ITA Class.
Thank you for your letter. All cars competing within Improved Touring should meet all ITCS regulations as found in GCR 9.1.3, no further regulations are required. Any crossover competitor should be aware of this requirement and adhere to the regulations. In the case where a competitor has presented an illegal car for competition, please use the procedure outlined in GCR 8.3 PROTEST PROCEEDURES to protest the rule compliance of the car. We suggest identifying the cars from the entry list ahead of time. We also suggest discussing the issue with your fellow Improved Touring competitors and entrants so that a community response may be implemented.

ST General
1. #29989 (Christopher Childs) ABS Brakes
Thank you for your letter. ABS systems may be added to cars not originally equipped. The ABS system must be of the same manufacturer as the car it is being added to and be a street car production system. Non ABS weight break does not apply.".

STL
1. #29987 (Christopher Childs) Adjust the Size of the Restrictor for the Honda B16, B17, and B18
Thank you for your letter. Please refer to January Fastrack for restrictor updates.

2. #29995 (Kevin Koelemeyer) STL FWD Discrepancy
Thank you for your letter. Please refer to the January 2021 Fastrack.

STU
1. #29971 (Eric Heinrich) RE: STU WDYT #26402 FPR's
Thank you for your letter. We will take your suggestions into consideration.

2. #29972 (Eric Heinrich) Re WDYT #26402 ITB's
Thank you for your letter. We will take your suggestions into consideration.

3. #30084 (David Mead) Opposition Letter to 13B Changes in STU
Thank you for your letter. Please see January GCR for clarification.

T1
1. #30147 (Craig Capaldi) Requesting Clarification of T1 / Mustang / Thunderbird Spec Line
Thank you for your letter. Your understanding of the rules is correct. You can combine any listed body with any listed engine on a spec line. There are recent changes to that T1 spec line that pertain to your question.

T2

1. #30010 (Harley Kaplan) T2 Porsche 996 Wing
Thank you for your letter. The vast majority of member input regarding T2 over the past 12 months indicated that people wanted to lessen restrictions on competitive cars to achieve parity with the 996. If we removed the wing from the 996 and helped the other cars, it would be non-competitive.

T3

1. #28978 (Scotty B White) Request weight and brakes
Thank you for your letter. Recent changes have been made to the class and to the car. We will continue to monitor the class.

2. #29795 (Scotty White) Request to Help Mustang S550 V6
Thank you for your letter. Recent changes have been made to the class and to the car. We will continue to monitor the class.

3. #30098 (Marshall Mast) Revise Ecoboost Mustang Changes In T3
Thank you for your letter. The content of this letter was reviewed and changes pertaining to this spec line will be addressed in the T3 class BOP letter.

T4

1. #29777 (Derrick Ambrose) 2014-2018 Mazda 3 Wheel Width for T4
Thank you for your letter. Please see letter # 29752 in December Fastrack.

2. #29924 (Scotty White) Mustang Parity in T4
Thank you for your letter. Please see recent improvements to this car outlined in letters #29860 in the January 2021 Fastrack and #29752 in the December 2020 Fastrack.

Not Recommended

B-Spec

1. #29645 (Alex Ratcliffe) Request to make the whole BPSEC class lighter
Thank you for your letter. In general speeding cars up and not slowing cars down is the right philosophy. However, no changes to the BoP are recommended at this time.

2. #29647 (Alex Ratcliffe) Suggest to introduce rewards weight for 2020 in Bspec for parity
Thank you for your letter. Rewards weight is not consistent with the philosophy of an amateur class like B Spec and is not supported at this time.

3. #29686 (Robert Piekarczyk) Request to Add Cold Air Intake for 09-12 Honda Fit
Thank you for your letter. After reviewing the 2020 season no changes to the BoP are recommended at this time. With the new tire coming in for 2021 the advisory committee feels the BoP is very close and want to see how the new tire changes the balance.

4. #29714 (Robert Bax) Request for BoP Weight Adjustment
Thank you for your letter. After reviewing the 2020 season no changes to the BoP are recommended at this time. With the new tire coming in for 2021 the advisory committee feels the BoP is very close and want to see how the new tire changes the balance.

5. #29724 (Frank Schwartz) New vs Old Mini R56 BOP
Thank you for your letter. After reviewing the 2020 season no changes to the BoP are recommended at this time. With the new tire coming in for 2021 the advisory committee feels the BoP is very close and want to see how the new tire changes the balance.

6. #29749 (Chris Taylor) Rear Swaybars
Thank you for your letter. To be consistent with the way the class has run please submit part numbers for any/all available parts and we will add them to the spec line. Opening up the suspension to allow any part is against the spirit of the rules.

7. #29767 (G. Brian Metcalf) Request to reduce weight on the 2011-2013 MINI Cooper
Thank you for your letter. After reviewing the 2020 season no changes to the BoP are recommended at this time. With the new tire coming in for 2021 the advisory committee feels the BoP is very close and want to see how the new tire changes the balance.

8. #29768 (G. Brian Metcalf) Request to Remove the Restrictor from the 2011 - 2013 MINI Cooper
Thank you for your letter. After reviewing the 2020 season no changes to the BoP are recommended at this time. With the new tire coming in for 2021 the advisory committee feels the BoP is very close and want to see how the new tire changes the balance.

9. #29786 (Conner Kelleher) 2011-13 Mini Cooper BOP
Thank you for your letter. After reviewing the 2020 season no changes to the BoP are recommended at this time. With the new tire coming in for 2021 the advisory committee feels the BoP is very close and want to see how the new tire changes the balance.

10. #29835 (Fritz Wilke) Fiesta Power to Weight Adjustment Requested
Thank you for your letter. After reviewing the data from 2020 no changes to the BoP are recommended right now.

11. #29858 (John Phillips) Request for Yaris Weight Reduction
Thank you for your letter. Based on analysis of data from the 2020 race season no BoP changes are recommended at this time.

12. #30013 (Joseph Gersch) Request Relief for the Toyota Yaris
Thank you for your letter. After analyzing the results from the 2020 race season, BoP changes are not recommended at this time.

FF
1. #29872 (Joseph Fisher) Crankshaft Verbiage Change
Thank you for your letter. Discussions were held with a number of professional Ford Kent 1600 engine builders who report that they have **not** experienced any significant failures with the allowed crankshafts when they are shot peened and properly prepared. The author's suggested change to the rule would permit forged crankshafts which would be significantly more expensive and possibly be perceived as a competitive advantage.

FV
1. #30080 (Matt Clark) 4-Bolt Disc Brakes in FV
Thank you for your letter. The Club Racing Board does not recommend restricting the weight and material of the hub assembly at this time. The disc brake rule permits the use of any hub assembly as long as it can be fitted with a wheel allowed by the Formula Vee rules. The rule already allows the use of two-piston calipers and two-piece rear brakes. Please see GCR section

9.1.1.C.4.D. The type of wheel used does not determine the disc brake components permitted. Please see the response to letter #28955, November 2020 Board of Directors Minutes.

FX

1. #30139 (Aaron Hill) Request for Reclassification of Ex-Fran-Am Cars

Thank you for your letter. The Club Racing Board does not recommend this change at this time. The 2010-2017 Formula Renault 2.0 has been classified in the FX class based on the availability of complete specifications and drawings for this date range of cars. Please see the response to letter #29933 in the January 2021 Fastrack Technical Bulletin. Members who wish to race the earlier Ex-Fran-Am Formula Renault 2.0 in the FX class may submit complete specifications and drawings with a request for reclassification and the Club Racing Board will consider moving the car from FA to FX.

P1

1. #30057 (Chris Vian) 2.3L sealed engine

Thank you for your letter. The Club Racing Board does not recommend this change. The requirements for 2.3L engines have not been changed for 2021. The rules have required all 2.3L engines to use a single inlet restrictor (SIR) since the sealed 2.3L engine was eliminated at the end of 2017. Please see the responses to letter #22614 in the October 2017 Fastrack Technical Bulletin, letter #23875 in the March 2018 Fastrack Technical Bulletin, and letter #28018 in the February 2019 Fastrack Minutes. Members may continue to run 2.3L engines in compliance with Spec Line G of the engine table.

P2

1. #30142 (David O'Leary) Remove All Restrictors On Built 2008 Bike Motors

Thank you for your letter. This change is not recommended. The Club Racing Board recently made balance of performance adjustments to various platforms in the P2 class effective 01/01/2021, including the 2008 and older modified 1.0 liter motorcycle engine. Please see the response to letter #29822 in the December 2020 Fastrack Technical Bulletin. 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 class performance during the 2021 season and will make additional data-based adjustments if needed.

GTL

1. #29874 (Taz Harvey) Miata MX5 SIR Size

Thank you for your letter. Weight breaks or HP compensations are not given for any differences there may be between tub construction vs. tube frame cars.

IT General

1. #30053 (Michael Kamalian) Alternate Miata Hubs

Thank you for your letter. Your request is not within the philosophy of the rules. Aftermarket produced parts are allowed per the rules provided they are direct replacement parts designed with exactly the same dimensions, type of internal parts, etc. as the OEM part they replace.

ITS

1. #29122 (Skylar McKnight) Request for E30 325i Weight Reduction

Thank you for your letter. Vehicle weight is correct for the model in this class. We will continue to monitor the performance of this car relative to others in ITS and make a correction in the future if needed.

2. #29433 (Ben Phillips) Request to move the Z32 300ZX to ITS

Thank you for your letter. Your request is not recommended at this time. We are currently reviewing the classification process for ITR.

3. #29582 (Corry Hunter) Request adding 7.5
Thank you for your letter. Under GCR 9.1.3.7, IT wheel and Tire rules. Wheel sizes listed are maximum sizes with their corresponding maximum section width. In ITS a 7.5" wheel is already permitted and would fall under the 8" maximum rim width with a maximum section width of 225. The purpose of the regulation is to limit the advantage of a wider wheel. We do not recommend a change to this regulation at this time.

SM

1. #29705 (Tom Sager) Competition Weight Adjustment for SM NA8 2021
Thank you for your letter. The CRB does not recommend making any changes for the NA8 at this time. Given the performance of the NA8 finishing P2 at the Runoffs in 2020 as well as the data evaluation done by SCCA from data boxes put into the top cars at the Runoffs we believe the data does not support a change.

The CRB and SMAC appreciates all the time and effort that was put into this letter and supporting documentation and conducted a call with the 4 letter writers for NA8 bop suggestions to share with them our findings through data as well as a custom race simulation program written specifically for SM BOP calculations. The call was a couple hours long and was attended by representation from the SMAC, CRB, and SCCA management.

2. #29706 (Tom Sager) Supporting spreadsheet for letter 29705
Thank you for your letter. Please see response for letter 29705 in current Fastrack.

3. #29743 (Paul Gilbert) Request NA8 weight reduction
Thank you for your letter. Please see response for letter 29705 in current Fastrack.

4. #29772 (Ron Gayman) Request NA 1.8(94-97) Weight Reduction
Thank you for your letter. Please see response for letter 29705 in current Fastrack.

5. #29841 (Adam Stroup) Request for NA8 Parity
Thank you for your letter. Please see response for letter 29705 in current Fastrack.

6. #29861 (Nick Leverone) Request BoP to restrict VVT cars
Thank you for your letter. SMAC, CRB and SCCA are consistently monitoring BOP for all cars in class and at this time do not see data that supports making a change to the VVT cars.

ST General

1. #29659 (Ryan Saari) Request adjustments for 2021 Toyota Supra
Thank you for your letter. Your request is not consistent with the ST rule package.

STL

1. #30114 (Greg Maloy) Alternate Bumper Beams in Super Touring
Thank you for your letter. Your request is not consistent with class philosophy.

2. #30119 (Christopher Childs) Recent RWD weight adjustments in STL
Thank you for your letter. Recent changes are less than you originally requested. Rule is adequate as written.

3. #30129 (PEDRO J COLON) Opposed to Letter #30119
Thank you for your letter. Rules are adequate as written.

STU

1. #29988 (Christopher Childs) Adjust the Weight Reduction Percentage for the Larger Engines
Thank you for your letter. We will be analyzing data to see if changes need to be made in the future.

2. #30068 (Eric Thompson) AWD W/Front Struts 2.5% Weight Reduction
Thank you for your letter. We are taking your request under consideration. We would like to see the car race, requesting to collect data so that we can evaluate BoP adjustments.

3. #30128 (Joe Moser) Competitive Adjustment - <3.0L Engine/Cars
Thank you for your letter. We will be analyzing data to see if changes need to be made in the future.

T1

1. #29753 (Hugh Stewart) Request for Larger Throttle Bodies for E46 M3 With S54 Engine
Thank you for your letter. We do not recommend this change at this time.

2. #29876 (Andrew Aquilante) T1-LP Suspension Rule Changes, Open driveshafts/axles
Thank you for your letter. There were too many requests in this letter to put it through as is. We will consider the axle/driveshaft request in a different letter.

3. #29877 (Andrew Aquilante) Add More Weight to Aftermarket Sequential Shift Transmissions
Thank you for your letter. It isn't recommended to make this change at this time. The rule is adequate as written.

4. #29905 (Clark Nunes) Request to remove weight penalty
Thank you for your letter. It isn't recommended to make this change at this time.

T2

1. #30189 (Kevin Fandozzi) Removal of Restrictor Without Following Process
Thank you for your letter. We didn't want the car to have 3 preparation options and have the ability to make track-specific setups. Reducing the number of options also makes it easier for tech to follow. We do not consider the addition of the weight to be an immense technical challenge.

T3

1. #29697 (Jasper Drengler) 2017 Honda Civic Turbo Problem
Thank you for your letter. Your proposed turbo change does not fit the intent of T3. We suggest that the car gets a different tune.

2. #29762 (David Muramoto) 350Z HR Request
Thank you for your letter. Recent data was reviewed from the Runoffs and other premier races. That data shows that the 350Z HR classification is competitive. We will continue to monitor the BOP of the class.

3. #29784 (Tim Myers) Request to give some help to the T3 Subaru BRZ
Thank you for your letter. Changes to this car are not recommended at this time, but we will continue to monitor the class.

4. #29992 (Jason Knuteson) Request for Restriction and Weight Help - Nissan 350z 2007
Thank you for your letter. Based on recent data analysis, it appears that the 350Z HR is competitive as classed. Also note, the Mustang that you referenced was adjusted.

T4

1. #28631 (David Mead) Request to add BMW 320i years 15+ chassis/engine
Thank you for your letter. The 320i proved to be competitive at the 2020 Runoffs prior to a suspension failure. We will continue to monitor its parity going forward.

2. #29910 (Chi Ho) BMW 320i Request
Thank you for your letter. We will continue to monitor the BOP of the class.

3. #29929 (Scotty White) T4 Mustang Tire Request
Thank you for your letter. Please see recent improvements to this car outlined in letters #29860 in the January 2021 Fastrack and #29752 in the December 2020 Fastrack.

4. #30018 (Angelica Sprehe) Request Engine Compartment Cooling
Thank you for your letter. We feel that hood vents are outside the scope of T4.

5. #30056 (Ralph Porter) BMW Z4 2.5L 03-05 Spec Line Request
Thank you for your letter. Recently, 50 lbs was removed off of this car, bringing it to 3050 lbs. Please bring the car to the track and request data to be collected. We would like to see results before making further changes.

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

FA

1. #30062 (Jeff Keacher) Request to Leave F1000 rules in FA
Thank you for your letter. The Club Racing Board has no plans to move F1000 cars to the FX class. Please see the response to letter #29642 in the December 2020 Fastrack Minutes.

GTL

1. #29919 (Scott Twomey) GCR 9.1.2 Engine and Drivetrain/General e. 1. (GCR pg# 314)
Thank you for your letter. Please see letter #29818, please see change in January 2021 Fastrack.

T1

1. #29827 (David Mead) Miller Challenge Mustang clarification 28728
Thank you for your letter. Recent changes were made to correct this issue. Please see letter #28728 in current Fastrack.

T2

1. #29652 (Michael Moore) Request to Add BMW M240iR to Spec Line
Thank you for your letter. See letter #29503 in current Fastrack.

2. #29783 (Tim Myers) Clarify BMW 240i Racing eligible for T2?
Thank you for your letter. Please see letter # 29503 in current Fastrack.

T4

1. #29727 (Gary McCormick) Request for Reference/Guidance - 2012 Chevy Sonic TIR placement
Thank you for your letter. See letter #29838 in current Fastrack.

2. #29993 (Timothy Myers) Feedback changes T4 Mustang, Additional Request
Thank you for your letter. The recent change to the T4 Mustang notes was intended to clear up the shock language, not to change the rule. It was apparent that, based on member requests, that it wasn't clear that aftermarket shocks were already allowed. Additionally, please see recent improvements to this car outlined in letters #29860 in the January 2021 Fastrack and #29752 in the December 2020 Fastrack.

3. #30150 (David Mead) #29860 Opposition
Thank you for your letter. Please see letter # 30149 in current Fastrack.

4. #30152 (Rich Grunenwald) T4 Mustang Allowance - Alternate Rear Axle Ratio
Thank you for your letter. Please see letter # 30149 in current Fastrack.

What Do You Think

None.

RESUMES

1. #28660 (Fritz Wilke) B-Spec Advisory Committee Join Request
Approve Fritz Wilke to the B-Spec Committee.

official SCCA member notification
Fastrack news
EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

DATE: January 20, 2021
NUMBER: TB 21-02
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 2/1/2021. 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. #29484 (Gilberto Rivera) Request to Classify Hyundai Accent (RB) 2012-2019
In B-Spec, classify the Hyundai Accent GS Hatchback (12-19) as follows:

B-SPEC	Bore x Stroke(mm) Displacement (cc)	Wheelbase (mm)	Gear Ratios	Final Drive	Brakes (inches)	Weight (lbs)	Notes:
Hyundai Accent GS Hatchback (13-19)	*77.0 x 85.44 1591*	*2570*	*3.76, 2.04, 1.28, 1.03, 0.89, 0.77*	*3.64*	*(F) 10.1 x 0.9 (R) 10.3 x 0.4*	*2525*	*40mm flat plate restrictor required. Allow AKSJ03-10-001 Damper Frt Assembly; AKSJ03-20-001 Damper-AST-Rear; KSJ03-20-003 Rear Upper Spring Perch Delrin; KSJ03-20-004 Rear Spring Spacers-Aluminum; KSJ03-20- 005 Rear Spring Spacer Intermediate; AKSJ03-60-001 Sump Pan Extension. Allow rear torque bar Evilla Motorsports #KR-B1.*

2. #29864 (B-Spec Committee) Countryman production years incorrect
In B-Spec Spec Lines, change Mini Cooper Countryman (R60) (11-13) as follows:
"Mini Cooper Countryman (R60)(11-13~~6~~*6*)"

In B-Spec Spec Lines, change Mini Cooper Paceman (R61) as follows:
"Mini Cooper Paceman (R61)(11-13~~6~~*6*)"

3. #29896 (B-Spec Committee) Toyota Yaris Model Year Corrections
In B-SPEC Spec Lines, change Toyota Yaris Hatch (07-12) as follows:
"Toyota Yaris Hatch (07-12~~1~~*1*)"

In B-SPEC Spec Lines, change Toyota Yaris (12-18) as follows:
"Toyota Yaris *Hatch* (12-18)"

4. #29952 (B-Spec Committee) Correction spec lines for ride height Mini Cooper all models
In B-SPEC Spec Lines, change Notes as follows:
Mini Cooper (R56) (07-10):
"Ride height measured from *the metal underneath* the bottom of the plastic door rocker molding shall be no less than 5 inches."

Mini Cooper Clubman (R55) (07 - 10):
"Ride height measured from *the metal underneath* the bottom of the plastic door rocker molding shall be no less than 5 inches."

Mini Cooper (2011-13):
"Ride height measured from *the metal underneath* the bottom of the plastic door rocker molding shall be no less than 5 inches."

Mini Cooper Countryman (R60) (11-13):
"Ride height measured from *the metal underneath* the bottom of the plastic door rocker molding shall be no less than 5 inches."

Mini Cooper Paceman (R61) (11-13):
"Ride height measured from *the metal underneath* the bottom of the plastic door rocker molding shall be no less than 5 inches."

Mini Cooper Clubman (R55) (11-15):
"Ride height measured from *the metal underneath* the bottom of the plastic door rocker molding shall be no less than 5 inches."

5. #29981 (Brian Heffron) Request to Allow Removal of Stock Brake Dust Shields
In B-SPEC, GCR Section 9.1.10.E.23., change as follows.
"Any brake pad or lining may be used. *Metal or plastic dust shields may be removed or modified by removing material.*"

6. #30024 (B-Spec Committee) Request to allow OBX header and restrictor to R55 Clubman 08-10
In B-SPEC Spec Lines, Mini Cooper Clubman (R55) (11-15), add to Notes as follows:
"*OBX header part #10-2101-2S permitted with a 40mm flat plate restrictor.*"

Formula/Sports Racing
None.

GCR
1. #29883 (John LaRue) 9.3.22 - Fire Systems
In GCR Section 9.3.22.A, change as follows:
"It is recommended that all ~~other~~ cars employing onboard fire systems ~~that~~ meet the following requirements:"

2. #29892 (Richard Muise) 9.3.19 - Driver Safety Equipment - HELMETS
In GCR Section 9.3.19.C.2., change 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*/2010 or newer*, or by the FIA standard *8859-2018 or FIA* 8860-2004 or ~~later~~*newer.*~~, or British Standards Institute BS6658-85 type A/FR.~~ *SFI labeled helmets must have a year printed on the label to be valid.* Each driver's helmet shall be labeled with a minimum of the driver's name. Crash helmets with SA2010/~~ 9. Cars and Equipment GCR - 79~~ SAH2010 certification will remain valid until December 31, 2021. The use of a head and neck restraint system that has been certified in accordance with SFI 38.1 or FIA 8858-2002 or 8858- 2010 is required; an SFI 38.1 or FIA 8858-2002 or 8858-2010 label must be properly affixed to the device. Accident damaged helmets should be sent by the driver or his or

her representative to the Snell Memorial Foundation, 3628 Madison Ave., North Highland, CA. 95660 (ph.) 916-331- 5073 (attn. Edward B. Becker). Details of the accident should be included. Freon based total loss helmet cooling systems are not allowed."

General
None.

Grand Touring
GT2
1. #30064 (Grand Touring Committee) ABS Restrictions
In GT2, GCR section 9.1.2.F.7.j.1, add the following:
"*ABS braking systems are allowed if shown on the individual Spec Line.*"

2. #30192 (SCCA Staff) RM 21-01 C6 & C7 clarification
In GT2/ST, clarify C6 and C7 spec lines with Race Memo 20-01.

SCCA Technical Services

ISSUED: January 05, 2021 **NUMBER**: RM 21-01

FROM: Board of Directors

TO: All Participants **RACING MEMO**

SUBJECT: GT2/ST Corvette year/model clarifications Letter #30192

To address Errors & Omissions in the January 2021 Fastrack letter #30029, spec lines depicting the model/year/engine configurations for the C6 and C7 Corvette in GT2/ST need to be split for clarification.

GT2/ST	Max. Displacement	Min. Weight	Restrictor	Notes
Chevrolet Corvette (-2013)	5733	2950		GM V-8 engines with OEM specs 4.00" bore x 3.48" stroke; e.g., LT1, LT4, L98, etc
	6178	3150		GM LT1/LT4/L98 (only), with alternate 3.75" stroke crankshaft. Max stroke 3.75", max bore 4.04".
	5665	3000	75mm flat plate	GM LS1, LS6. LS1/LS6 C6 Corvettes using the OEM C6 intake manifold and 90 mm throttle body must use a 75mm flat plate restrictor. OEM 75mm throttle body and manifold do not require a restrictor. LS6 may reduce weight by 50 lbs. LS1/LS6 alternate intake manifold, DORMAN part # 615-900.
	LS2 5967	3000	75mm flat plate	GM LS2. May use the LSX cast iron block with OEM LS2 bore and stroke.

	L76 5967	*3000*	*73mm flat plate*	*GM L76. May use the LSX cast iron block with OEM LS2 bore and stroke.*
	6162	*3000*	*74mm flat plate*	*Stock OEM LS3. Maximum camshaft lift: intake 8.24 mm, exhaust 7.85mm the LS376/430 (STK Cam) is the only legal cam.; rocker arm ratio 1.70:1; maximum compression ratio 10.7:1; cylinder heads must be as delivered from the factory.*
	6162	*3250*	*71mm flat plate*	*GM LS3*
	6162	*3250*	*68mm flat plate*	*GM LT1*
	7011	*3250*	*65mm flat plate*	*GM LS7*
	7011 OEM	*3275*		*Stock OEM LS7. OEM valve lift and compression. Cylinder heads must be as delivered from the factory. Must present factory shop manuel upon request.*
	The top 12 inches of the firewall must be covered with metal or reflective heat shielding material. The OE firewall may also be replaced with a metal panel running between the A-pillars. For Chevrolet Corvette Z06, carbon fiber lip, APR performance part number FA-208026 is permitted. World Challenge body work for C6 Corvette Advanced Composite Products: Deck lid (p/n:C6/A0028), door (RH) (p/n:C6/A0030), door (LH) (p/n:C6/A0031), front fascia (p/n:C6/A0001), rear fascia (p/n:C6/A0011), rear fender (LH)(p/n:C6/A0009), rear fender (RH)(p/n:C6/A0010), front fender (LH)(p/n:C6/A00-L), front fender (RH)(p/n:C6/A00-R), left front mounting rail (p/n:C5A0015-L), right front mounting rail (p/n:C5A0015-R), headlight mounting panel (LH)(p/n:C6/A0018-L), headlight mounting panel (RH)(p/n:C6/A0018-R), headlight cover (RH)(p/n:C6/A0040-WC), headlight cover (LH)(p/n:C6/A0041-WC), hood (p/n:C6/A0021), instrument panel (p/n:C6/A0032), roof (p/n:C6/A0027), rocker (LH)(p/n:C6/A0005), rocker (RH)(p/n:C6/A0006), rear spoiler (C6/A00013), front under tray (p/n:C6/A0022), rear wing (p/n:C6R-1272; 72.25 inches wide including endplates/fasteners) may be used. Note: the max width of the front fascia and splitter is 1930mm (76") edge-to-edge as measured across the bottom of the splitter. LG Motorsports World Challenge Carbon Hood #1958 may be used. Deck lid (p/n:C5/A0028), door (RH) (p/n:C5/A0030), door (LH) (p/n:C5/A0031), front fascia (p/n:C5/A0001 or C5A/0002), rear fascia (p/n:C5/A0011), rear fender (LH)(p/n:C5/A0009), rear fender (RH)(p/n:C5/ A0010), front fender (LH)(p/n:C5/A0048-L), front fender (RH)(p/n:C5/A0048-R), left front mounting rail (p/n:C5A0015LT), right front mounting rail (p/n: C5A0015RT), headlight mounting panel (LH)(p/n:C5A0018-L), headlight mounting panel (RH)(p/n:C5/A0018-R), hood (p/n:C5/A0029), instrument panel (p/n:C5/A0032), roof (p/n:C5/A0027), rocker (LH)(p/n:C5/A0005), rocker (RH)(p/n:C5/A0006), rear spoiler (C5/A00013), front under tray (p/n:C5/A0022), rear wing (p/n:C5/A0012-CF-72") may be used. Black Dog W/C carbon fiber nose for Corvettes part#BDWC-FFSCX-CKP-P. Must be an exact OEM duplicate part.			

Note: Cars must comply with 2012 STO rules as stated in Appendix K of the GCR. Engine Displacements in this table are nominal. Each competitor shall have available definitive documentation (e.g., factory manual) of the original displacement for the engine used. Slicks allowed on all GT2/ST cars with a 100-pound weight penalty.

GT2/ST	Max. Displacement	Min. Weight	Restrictor	Notes
Chevrolet Corvette C7(*14*-19)	LS2 5967	*3100 effective 3/1/2021*	75mm flat plate	GM LS2. May use the LSX cast iron block with OEM LS2 bore and stroke.
	L76 5967	*3100 effective 3/1/2021*	*70*mm flat plate	GM L76. May use the LSX cast iron block with OEM LS2 bore and stroke.
	6162	*3100 effective 3/1/2021*	74mm flat plate	Stock OEM LS3. Maximum camshaft lift: intake 8.24 mm, exhaust 7.85mm the LS376/430 (STK Cam) is the only legal cam.; rocker arm ratio 1.70:1; maximum compression ratio 10.7:1; cylinder heads must be as delivered from the factory.

6162	3300 effective 3/1/2021	71mm flat plate	GM LS3
6162	3300 effective 3/1/2021	68mm flat plate	GM LT1
7011	3300 effective 3/1/2021	65mm flat plate	GM LS7
7011 OEM	3325 effective 3/1/2021		Stock OEM LS7. OEM valve lift and compression. Cylinder heads must be as delivered from the factory. Must present factory shop manuel upon request.

The top 12 inches of the firewall must be covered with metal or reflective heat shielding material. The OE firewall may also be replaced with a metal panel running between the A-pillars. For Chevrolet Corvette Z06, carbon fiber lip, APR performance part number FA-208026 is permitted. World Challenge body work for C6 Corvette Advanced Composite Products: Deck lid (p/n:C6/A0028), door (RH) (p/n:C6/A0030), door (LH) (p/n:C6/A0031), front fascia (p/n:C6/A0001), rear fascia (p/n:C6/A0011), rear fender (LH)(p/n:C6/A0009), rear fender (RH)(p/n:C6/A0010), front fender (LH)(p/n:C6/A00-L), front fender (RH)(p/n:C6/A00-R), left front mounting rail (p/n:C5A0015-L), right front mounting rail (p/n:C5A0015-R), headlight mounting panel (LH)(p/n:C6/A0018-L), headlight mounting panel (RH)(p/n:C6/A0018-R), headlight cover (RH)(p/n:C6/A0040-WC), headlight cover (LH)(p/n:C6/A0041-WC), hood (p/n:C6/A0021), instrument panel (p/n:C6/A0032), roof (p/n:C6/A0027), rocker (LH)(p/n:C6/A0005), rocker (RH)(p/n:C6/A0006), rear spoiler (C6/A00013), front under tray (p/n:C6/A0022), rear wing (p/n:C6R-1272; 72.25 inches wide including endplates/fasteners) may be used. Note: the max width of the front fascia and splitter is 1930mm (76”) edge-to-edge as measured across the bottom of the splitter. LG Motorsports World Challenge Carbon Hood #1958 may be used. Deck lid (p/n:C5/A0028), door (RH) (p/n:C5/A0030), door (LH) (p/n:C5/A0031), front fascia (p/n:C5/A0001 or C5A/0002), rear fascia (p/n:C5/A0011), rear fender (LH)(p/n:C5/A0009), rear fender (RH)(p/n:C5/ A0010), front fender (LH)(p/n:C5/A0048-L), front fender (RH)(p/n:C5/A0048-R), left front mounting rail (p/n:C5A0015LT), right front mounting rail (p/n: C5A0015RT), headlight mounting panel (LH)(p/n:C5A0018-L), headlight mounting panel (RH)(p/n:C5/A0018-R), hood (p/n:C5/A0029), instrument panel (p/n:C5/A0032), roof (p/n:C5/A0027), rocker (LH)(p/n:C5/A0005), rocker (RH)(p/n:C5/A0006), rear spoiler (C5/A00013), front under tray (p/n:C5/A0022), rear wing (p/n:C5/A0012-CF-72”) may be used. Black Dog W/C carbon fiber nose for Corvettes part#BDWC-FFSCX-CKP-P. Must be an exact OEM duplicate part.

SPORTS CAR CLUB OF AMERICA, INC
6620 SE Dwight St., Topeka, KS 66619 (800)
770-2055 www.scca.com

GTL

1. #30058 (Larry Svaton) Request LP HP Fiat X1/9 & Bertone 1500 to GTL
In GTL, classify FIAT X-1/9 Bertone, as follows:

GT Engines – FIAT X-1/9 Bertone

Engine Family	Engine Type	Bore x Stroke (mm)	Disp. (CC)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
1500 Limited Prep (Engine & Chassis)	*SOHC*	*3.40 x 2.52*	*1498*	*Aluminum*	*(I) 1.43 (E) 1.31*	*(1) 40 DCNF w/ 32mm choke(s), (1) 32 DTMR or 32 DATRA, or fuel injection*	*2000*	*Compression ratio limited to 11.0:1, Valve lift limited to .450". Drive train Level 2 preparation only. Listed spec line weight does not change with alternate or stock transmission. Fuel cell may be located in front trunk. Orientation of the alternate carburetor is unrestricted. The alternate carb adapter may not be thicker than 1.25 inches. The adapter may have a bore larger than the throttle bore of the approved alternate carburetor. Refer to PCS 9.1.5.E.2.a,e,f,g,h,i for permitted limited prep level 2 build specs.*

Improved Touring

None.

Production

None.

Spec Miata

None.

Super Touring

ST General

1. #29990 (Christopher Childs) Brake Component Relocation
In ST, Section 9.1.4.N.1., add the following:
"*ABS actuation hardware and wiring may be relocated anywhere within the engine compartment.*"

STL

1. #30111 (Greg Maloy) Super Touring Wing Clarification
In GCR, Section 9.1.4.D.g, change as follows:
"The trailing edge of the rear wing*, including end plates and gurney flap,* may be mounted no further rearward than the center of the rearmost part approved bodywork."

2. #30118 (John Warren) Transmission Options
In STL, Section 9.4.1.2.C.2, change as follows:
"Either the original transmission or an alternate transmission must be used; the alternate transmission must be from the same manufacturer as the vehicle (i.e., an Acura transmission may be installed in a Honda car). Alternate transmissions must be used in their entirety; any OEM gear sets (drive and driven gear pairs) that fit w/o any modifications to gears, shafts, and/or case are permitted. *Modifications to input shafts for fitment are allowed.*"

STU

1. #30081 (Michael Kamalian) Porsche PDK
In STU, GCR Section 9.1.4.1.C.2., change as follows:
"Transmission and ratios are free. Forward gears are limited to 6 speeds. Cars equipped with automatic transmissions ~~using a torque converter~~ are limited to 8 forward speeds. Cars with sequential shift transmissions including factory DCT-type systems shall increase the required minimum weight by 3.5%."

2. #30086 (Scott Peterson) Reference Letter #29333 Proposed STU 13B Spec Line Changes
In STU, Spec Lines, Mazda 13B Street Port 2400 Min Weight, change Notes as follows:
"Allow any dual throttle body/bodies. ~~Chokes must be located within 4" of the throttle butterfly.~~ Auto-type 2bbl ~~choke(s)~~ with any dual-Y manifold. *Unrestricted*"

3. #30087 (Scott Peterson) Drive Shaft Request
In GCR, Section 9.1.4.L.1., change as follows:
"Alternate differential housings are permitted from the same model of vehicle. Differential may be open, locked, or of a limited-slip type. The internals of limited-slip type differentials may be modified to change the amount of slip limiting. Differentials with external, or electric, adjustability are prohibited. Driveshaft and half-shafts may be aftermarket, but shall be the OEM-type and use ~~the same types of materials as stock~~*steel or aluminum*. Drive shafts may be replaced by one piece drive shafts, and conversely."

Touring

T1

1. #28728 (David Mead) Request to Clarify Miller Mustang Classification
In T1 Spec Lines, Ford Mustang Challenge, change Maximum Displ. as follows:
"4600*/5000 3-valve*"

2. #29806 (Murat Ketenci) BMW E46 Carbon Dash
In T1, GCR Section 9.1.9.1.C.5., change as follows:
"~~Stock dash/instrument panel cover (dash pad) must be used.~~ Original instruments/gauges may be replaced, or supplemented, with additional engine monitoring gauges. Accessories, lights and switches may be added or removed. Box-type extensions from the dash pad may be used to mount switches and controls, in the areas where the OEM insert panels were mounted, so that they more easily accessible to the driver. Audio and video systems may be removed. *Alternative (i.e. carbon or fiberglass) OEM style and Configuration dashboards may be used with a 25 pound penalty.*"

3. #30001 (DAVID WOODLE) Request to Update T1 Mustang Spec Line
In T1 Spec Lines, Ford Mustang/ Thunderbird, change as follows:
"Ford Mustang~~/ Thunderbird~~
Shelby/Shelby GT350/GT500 (-2018)"

4. #30174 (Scotty White) Dodge Viper 8400 OEM???
In T1, classify Dodge Viper ACR, as follows:

T1	Maximum Displ.	Min. Weight	Required Restrictor	Engine Notes	Chassis Notes
Dodge Viper ACR	*8400 OEM*	*3600*	*(2) 55mm flat plate*	*OEM valve lift and compression. Cylinder heads mustbe as delivered from factory.*	*OEM fuel tank may be used. A throttle body spacer, maximum of 1.50 inches thick, to accommodate the restrictor that meets the flat plate restrictor definition is allowed.*

5. #30195 (Touring Committee) Class BMW M2CS Club Sport
In T1-LP Spec Lines, classify BMW M2CS Club Sport Racing, as follows:

T1-LP	Bore x Stroke/Displ. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes
BMW M2CS Club Sport Racing	*84 x 89.6 2979 (cc)*	*2693*	*10.5 x 18*	*315*	*4.81, 2.59, 1.70, 1.28, 1, .84, .67*	*4.17*	*380mm (f)* *380mm (r)*	*3400*	*Must run with BMW 450 hp black power stick.*

6. #30229 (Touring Committee) 997.1 GT3 Cup
In T1, classify the Porsche 997.1 GT3 Cup (2006-2011) as follows:

T1	Maximum Displ.	Min. Weight	Required Restrictor	Engine Notes	Chassis Notes
Porsche 997.1 GT3 Cup (2006-2011)	*3600cc*	*3150*			*ABS allowed with 100lb penalty. 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. Side door windows must be removed. 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) provided they do not exceed 18x9 F and 18x11 R. DOT Tires must be used. 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. Springs are free. 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. No updating or backdating permitted between 996 and 997 cars. 996 required gear ratios: Crown wheel and pinion 8/32; 1st gear 13/41, 2nd gear 20/40, 3rd gear 25/39, 4th gear 29/36 or 26/34, 5th gear 32/33 or 32/35, 6th gear 35/30 or 34/31. No other touring modifications or allowances permitted except as noted in this spec line.

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T2

1. #29503 (Steve Streimer) Request Addition of BMW M240iR
In T2, BMW M235iR (-2016), add to Notes the following:
"*240iR/Evo package allowed with 50 lb penalty. Must run DOT tires.*"

2. #29942 (Marty Grand) Request Cold Air Intake for Honda Civic Type R
In T2 Spec Lines, Honda Civic Type-R (2017-), add to the notes as follows:
"*PRL Air intake allowed #PRL PRL-HCR-INT-HVI*"

3. #30055 (Touring Committee) Adjust T2 spec line that was missed in T2 BOP
In T2 Spec Lines, Porsche Carrera S (06-08), change as follows:
"Porsche Carrera S *997.2* (06-08)"
Weight (lbs): "~~3275~~*3225*"

In T2 Spec Lines, Porsche 911/ 997 (06-08), change as follows:
"Porsche 911/ 997*.1* (06-08)"

4. #30113 (Patrick Womack) Z4 Wheel Size
In T2, Spec Lines, BMW Z4M (06-08), change Max. Wheel Size as follows:
"18 x ~~9~~*10*"

5. #30194 (Touring Committee) Clarify T2 Spec lines
In T2 Spec Lines, BMW M2 CS Cup 2020-, change Notes as follows:
"DOT approved tires required. All other components must be ~~A~~as homologated from BMW Motorsports No other changes or touring rule allowances permitted."

In T2 Spec Lines, BMW M235iR (-2016), change Notes as follows:
"*DOT approved tires required. All other components must be* A*a*s homologated from BMW Motorsports No other changes or touring rule allowances permitted. Must conform to World-Challenge VTS 2/25/2016 rev.2."

T2-T4

1. #29567 (Ryan Saari) 2021 Toyota Supra
In T2, classify the Toyota Supra (2020-) as follows:

T2	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:
Toyota Supra (2020-)	*82.0 / 94.6 2998 cc*	*2469*	*19 x 10*	*295*	*5.25, 3.36, 2.172, 1.72, 1.316, 1, 0.822, 0.64*	*3.154*	*348 mm (f) 330 mm (r)*	*3450*	*40mm TIR required, Sway bars allowed 30mm (f) 25mm (r). Springs allowed 800# (f) 1000 (r)*

T3

1. #30090 (Kevin Fandozzi) Chevrolet Camaro LT-I4 Turbo 1LE (2019-) Model Year to 2016-
In T3 Spec Lines, Chevrolet Camaro LT-I4 Turbo 1LE (2019-), change as follows:
"Chevrolet Camaro LT-I4 Turbo 1LE (201~~9~~*6*-)"
Tire Size (max): "~~245~~*275*"
Notes: "~~36~~*35*mm TIR required"

2. #30106 (Touring Committee) Fix T2 Mustang spec line
In T2 Spec Lines, Ford Mustang GT 5.0L (15-17), 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~~*4.17, 2.34, 1.52, 1.14, 0.87, 0.69*"

3. #30159 (Larry Winkelman) Spec Boxster Tire Size
In T3 Spec Lines, Porsche Spec Boxster, change Notes as follows:
"Tires must meet 2016 SPB rules or any ~~225~~*245* DOT tire permitted."

T4

1. #29781 (CHRISTOPHER WINDSOR) 06-15 MX-5 Durability
In T4, GCR Section 9.1.9.2.D.i.5., change as follows:
"T2-T3~~4~~ only:"

2. #29838 (Gary McCormick) Request for Update to T4 Spec Line for Chevrolet Sonic (2011-)
In T4 Spec Lines, Chevrolet Sonic (2011-), change as follows:
"Chevrolet Sonic *RS* (2011-)"

In T4 Spec Lines, Chevrolet Sonic (2011-), change Notes as follows:
"28mm TIR required *and must be placed with the restriction within 10 mm of the end of the stock turbo inlet. The PCV port in the stock turbo inlet must be plugged.* Eibach 38160.140 allowed. ZZP Part # ZZ-SNCRSB allowed. Front strut brace allowed. *GM suspension kit #23123679 allowed. H&R 50702 spring kit allowed.*"

3. #29921 (Josh Smith) NC MX-5 06-15 Part Number updates for 2021
In T4, Spec Lines, Mazda MX-5 / Club Model (06-15), change Notes as follows:
"The following items must remain stock OEM unmodified, unless alternate part numbers are permitted below: transmission, differential, and LSD. Factory bolt-in roll bar/cross member may be removed to facilitate roll cage installation. MSR option permitted. Suspension package permitted with a 100 lbs. weight increase that includes the following parts: front spring mount PT#-0000-04-5259, front springs #0000-04-9700-08, rear spring mount PT#-0000-04-5258, rear springs #0000-04- 9400-07, helper springs #0000-04-HLPR-EB (optional), *Swaybar kit – PT#-0000-04-5306-EB that includes (*front sway bar kit PT#0000-04-5306-FT, rear sway bar kit PT#-0000-04-5306-RR*)* ~~front end links #0000-04-5499, rear end links #0000-04-5498~~, offset front camber bushing PT#-0000-04-5407-NC. Mazda Motorsports cold air intake part #0000-06-5150-KT allowed. Mazda Motorsport RX8 rear Hub Conversion kit part number 0000-04-5811-KT allowed, RX8 front hubs PT# F189-33-04X allowed. The SM5 suspension (only) is allowed with a 100 lbs. weight increase. Non-OEM limited slip differential allowed with +50 lbs. weight penalty. Allow Mazda header part numbers 0000-06-5407 or 0000-06-5407-NC. 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."

4. #30037 (ROGER KNUTESON) BMW Z4 2.5L (03-05) Spec Line
In T4 Spec Lines, BMW Z4 2.5L (03-05), change weight as follows:
"~~3100~~*3050*"

5. #30063 (David Mead) Sway Bars for T4 2016+ MX5 Mazda
In T4 Spec Lines, Mazda MX-5 Miata (16-18), add to Notes as follows:
"*29mm (f) 16mm (r) sway bars allowed.*"

6. #30104 (Touring Committee) Change part numbers on BRZ, FRS lines in T4
In T4 Spec Lines, change Notes as follows:
Scion FR-S/10 series (13-16): "Eibach ~~4.10582.880~~ *82105.320, 4.10582* and SPC 67660 allowed."

Subaru BRZ/ BRZ Limited (13-16): "Eibach ~~4.10582.880~~ *82105.320, 4.10582* and SPC 67660 allowed."

Subaru BRZ (17-21): "Eibach ~~4.10582.880~~ *82105.320, 4.10582* and SPC 67660 allowed."

Toyota 86, GT (17-21): "Eibach ~~4.10582.880~~ *82105.320, 4.10582* and SPC 67660 allowed."

7. #30149 (Scotty White) T4 Mustang Axle Ratio and Wheels
In T4 Spec Lines, Ford Mustang V6 (05-10), add to Notes as follows:
"*GT 8.8 rear axle assembly allowed. 3.45 or 3.55 final drive ratio allowed with +25lb penalty.*"

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Fastrack news
EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

CLUB RACING BOARD MINUTES | February 2, 2021

The Club Racing Board met by teleconference on February 2, 2021. Participating were Peter Keane, Chairman; David Arken, David Daughtery, Jim Goughary, John LaRue, Paula Hawthorne, Sam Henry, Tom Start, Tony Ave, and Shelly Pritchett, secretary. Also participating were: Bob Dowie, Chris Albin, and Dayle Frame, 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

AS

1. #29885 (Tim White) Opposition to Letter #29826

Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

2. #29887 (Tim White) Opposition to Letter #29826 in Reference to Rev Limiter

Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

3. #29888 (Jim Wheeler) TB Items in Letter #29826

Thank you for your letter. It has been addressed.

4. #29889 (Pamela Richardson) Comments on Letter 29826 in December 2020 Tech Bulletin

Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

5. #29895 (Ted Warning) Rule Changes for AS in Nov 2020 Tech Bulletin

Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

6. #29906 (JACK MARTIN) Restrictor Plates and RPM limiters

Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

7. #29915 (Pamela Richardson) Against Restrictor Plate and Rev Limiter

Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

8. #29916 (Scotty White) Request to Classify S550 Mustang
Thank you for your letter. The 2015 -2017 car has been classified. We continue your input to ensure the car is competitive and maintains a desired Balance of performance. Thank you for your support of American Sedan.

9. #29920 (James Jost) Opposed to Rev Limiter Recommended Rule Change
Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

10. #29927 (Scotty White) Mustang S550 Parity Cont.
Thank you for your letter. it is always greatly appreciated. The ASAC will be discussing the overall ride height for all cars competing in American Sedan. At this point we are maintaining the current rules for 2021, but will be considering options for 2022.

11. #29930 (Gregory Eaton) Response to Recommended Rule Changes
Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

12. #29935 (Jay Pistana) Support for Restrictor Plates and Engine RPM Limiters
Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

13. #29936 (Jim Wheel) Opposes Letter 29826
Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

14. #29943 (Brian Himes) Input on 29826
Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

15. #29947 (Matt Chojnacki) Restricted Prep Rules Disparity
Thank you for the letter. Your feedback is greatly appreciated. The balance of performance of all cars is critical to the success of American Sedan. The ASAC will continue to review all cars for their balance of performance. The CTS-V is currently being reviewed for its current level of performance relative to all other classified cars. Camshaft options are being considered, but at the current time will remain as provided. Thank you again for your support of American Sedan.

16. #29948 (Matt Chojnacki) Support for Restrictor Plates and Engine RPM Limiters
Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

17. #29955 (Thomas Brown) Opposes Rev Limiter and Restrictor Plate

Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

18. #29957 (Matt Chojnacki) GM Restricted Prep Parity
Thank you for your letter. Balance of performance is always considered for all cars competing in American Sedan. The suggested change was reviewed and the performance gain was deemed too excessive at this time. The ASAC appreciates your input and support of the class.

19. #29959 (Drew Cattell) Supports FP rev limiter and restrictor plate
Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications. Well stated letter!

20. #29974 (Michael Langlinais) Recommended Rules Changes
Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

21. #29976 (Ken Felice) Restrictor and Rev Limiter Thoughts
Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

22. #29996 (Jason Smith) Opposed to Recommended Item #29826
Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

23. #29998 (Ken Felice) Restrictor Addition
Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

24. #29999 (Tim White) #29826 Opposition
Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

25. #30008 (Tim White) #29826 Opposition - More Comments
Thank you for your letter. The ASAC has spent many hours discussion the suggested rule changes and will be working on an method to better communicate how suggested rule changes are determined. Thank you for your continued support of American Sedan.

26. #30014 (Ted Warning) #29175 Eligible Tires for 2021 Season Support
Thank you for your letter. We appreciate your support!

27. #30017 (Ted Warning) Supports #29825 Introduction of Crate Motors for 2021 season
Thank you for your letter. Thank you for the sources of information we will look into the concerns and appreciate the support

28. #30019 (Ted Warning) #29826 Introduction of restrictor plate for Full Prep Engines
Thank you for your letter. Great input.

29. #30020 (Ross Murray) Support for FP engine restriction proposal
Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

30. #30028 (Kyle Jones) Tire Protrusion Rule Clarification
Thank you for letter. The ASAC will review the terminology utilized in the tire acceptance section of the rules. The rule will remain as written for the 2021 season but will be reviewed for the 2022 season. Thank you again for your support of the American Sedan class.

31. #30036 (Mark Muddiman) Disagree With Restrictor Plates on FP American Sedan
Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications. The ASAC plans to put together a method of communicating currents goals and a positive form of discussion on current topics. Thanks for your support of American Sedan.

32. #30051 (Matt Regan) Rule Changes to Full Prep Engines
Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

33. #30085 (Morey Doyle) Request to Allow Maxxis Tires
Thank you for your letter. The tire rule has been changed to only restrict the A7 compound from competition. Thank you for your support of American Sedan

34. #30101 (Ted Warning) 29175 (American Sedan Committee) Eligible Tires for 2021 Season
Thank you for your letter. We appreciate your support.

35. #30102 (Ted Warning) #29669 Transmission Gear Ratio Change Proposal
Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

36. #30168 (Michael Thompson) New Tires Rules
Thank you for your letter. The rule has been changed to only exclude the A7 tire and effective iin June to allow existing tires to be used early in 2021. Thank you for your support of American sedan.

37. #30187 (Kevin Fandozzi) Reconsider the Major Rules Changes in AS

Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

38. #30200 (Tim White) Request 13
Thank you for your letter. The ASAC is consistently looking for options to reduce costs for the competitors. We feel this change allows for off the shelf components to be utilized without a performance advantage. The change was across all cars, we do not feel a performance advantage is associated with this change and therefore not requiring a weight penalty. Thank you for input and support for American Sedan.

39. #30224 (David Mead) In Favor of AS restrictor/rpm limitations for parity
Thank you for your letter. Feedback is always greatly appreciated. The BOD has returned the current request for Restrictor plates, Rev limiters, and modified transmission ratios to the ASAC. The ASAC has been discussing alternate options to contain further escalation of costs and performance levels for the Full Prep classifications.

FC
1. #30172 (Tim Minor) Request for Weight Reduction
Thank you for your letter. Please see the response to letter #30171 in this Fastrack's Technical Bulletin.

2. #30177 (Mark Defer) Weight Reduction Request
Thank you for your letter. Please see the response to letter #30171 in this Fastrack's Technical Bulletin.

3. #30178 (Chris Scharnow) Request to Adjust FC Weights
Thank you for your letter. Please see the response to letter #30171 in this Fastrack's Technical Bulletin.

4. #30188 (Kevin Fandozzi) FC Weight Update
Thank you for your letter. Please see the response to letter #30171 in this Fastrack's Technical Bulletin.

5. #30213 (Gary Gonda) FC Spec Tire Input.
Thank you for your letter. The Club Racing Board appreciates your comments.

6. #30214 (Chuck Moran) FC Weight Changes
Thank you for your letter. Please see the response to letter #30171 in this Fastrack's Technical Bulletin.

FX
1. #30232 (Steve Thomson) Clarification on tire rules
Thank you for your letter. The requirements for a classified car's tires, if any, are covered by the specifications referenced in the applicable notes section in FX Table 1.

GCR
1. #30140 (Robert Bax) GCR, Appendix F - Technical Glossary, Flat Plate Restrictor
Thank you for your letter. The range of allowed material thickness was reviewed and approved by the CRB.

2. #30158 (David Mead) Require Active Drivers on all SOM and COA
Thank you for your letter. GCR Section 5.12.1.C. added an alternate SOM model that allows the use of experienced drivers as members of the SOM. It has been used very successfully.

GTL
1. #30097 (Peter Zekert) Oppose 29754 Grossly Large SIR Increase to GTL Mazda 12A
Thank you for your letter. The collected data over the last couple of years supports this 2mm increase.

STL
1. #29321 (Josh Smith) BoP Adjustment Request in STL
Thank you for your letter. Significant changes have been made over the last few months. We will continue to monitor the class.

2. #30182 (Tim DeRonne) Request to Allow Other General Motors Ecotec Engines
Thank you for your letter. Please see letter # 30247 in current Fastrack.

3. #30186 (Matt Rooke) 13B Turbo Engine Clarification
Thank you for your letter. The rule is clear as written. The 13B Turbo engine is allowed as well as everything inside the motor.

Not Recommended
AS
1. #29956 (Kyle Jones) Request Header Tube Diameter Increase for 93-02 Firebird/Camaro
Thank you for your letter. The ASAC has reviewed your request for a header dia. change. At this point the committee feels the change is not necessary and would force many competitors to make a reinvestment in their exhaust systems due to the potential HP gain.

P1
1. #30222 (Carl Wassersleben) Request to add a spec engine line to P1
Thank you for your letter. The Club Racing Board does not recommend this change. The engine platform is not within the P1 performance envelope, but its capabilities are in line with performance expectations in the P2 class. Please see the response to letter #30272 in this Fastrack's Technical Bulletin.

GT2
1. #30141 (Andrew Aquilante) Concern About GT2/ST Corvette Spec Line Changes
Thank you for your letter. The data collected supports this weight adjustment.

2. #30184 (William J. Moore) GT-2 Weight Adjustment for TA2 Cars
Thank you for your letter. The CTB will continue to collect data and monitor the overall performance of the class.

3. #30199 (Joe Aquilante) Recent changes signaling out the C7
Thank you for your letter. The data collected supports this weight adjustment.

STL
1. #29585 (KEVIN ANDERSON) Request to add SRO TC America TCA BRZ racing in STL
Thank you for your letter. Car can be run as is in STU or in STL by being compliant with the STL ruleset.

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.

STL
1. #30298 (Club Racing Board) Remove Honda B16A (JDM) from Table B
In STL Table B, remove the Honda B16A (JDM) spec line in its entirety.

Taken Care Of
AS
1. #29890 (David Mead) 05-14 Mustang GT 4.6 3V Limited Prep Air Filter Options
Thank you for your letter. Please refer letter # 29886 in current Fastrack.

2. #30060 (Ross Murray) Request to approve Tremec Magnum for RP Mustang
Thank you for your letter. It is always greatly appreciated. The ASAC will be discussing the overall ride height for all cars competing in American Sedan. At this point we are maintaining the current rules for 2021, but will be considering options for 2022.

3. #30066 (David Mead) Performance Upgrades for Mustang GT 4.6 3V Restricted Prep Part 1
Thank you for your letter. It is always greatly appreciated. The ASAC will be discussing the overall ride height for all cars competing in American Sedan. At this point we are maintaining the current rules for 2021, but will be considering options for 2022.

4. #30067 (David Mead) Performance Upgrades for Mustang GT 4.6 3V Restricted Prep Part 2
Thank you for your letter. Please see letter # 29886 in the current Fastrack.

5. #30103 (David Mead) Changes for AS Viability???
Thank you for your letter. Please see letter # 29886 in the current Fastrack.

GCR
1. #30095 (Butch Kummer) PX Run Group
Thank you for your letter. Please see letter # 29917 in the January 2021 Fastrack.

2. #30100 (TED WARNING) #29918 (SCCA Staff) Add Forward Facing Camera Requirement
Thank you for your letter.

What Do You Think
None.

RESUMES
None.

official SCCA member notification
Fastrack news
EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

DATE: February 20, 2021
NUMBER: TB 21-03
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 3/1/2021. 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. #29886 (David Mead) AS Mustang LP 4.6 3V Classification Transmission Request
In AS Spec Lines, Ford Mustang Coupe GT (05-14) Restricted Prep. (Aluminum Block, Aluminum Heads) 4.6L/5spd 3 valves per cylinder 5.0L/6spd 4 valves per cylinder, change notes as follows:
"Max. Wheel Size: 18 X 10. Stock brakes or alternate Ford 14" Brembo Brake (Ford Racing Kit #M-2300-S) may be used. Either engine *and*/or trans may be used as an assembly. *Tremec Magnum transmission may be used as a replacement assembly for the OEM transmission. P/N-TUET11010.* Max compression ratio, 11.2:1

4.6L~~/5spd~~ engine~~/trans~~:
Any commercially available cold air intake that bolts onto the engine is permitted. No modifications to the body, chassis, grill or bumper are permitted when installing a cold air intake.~~Cold Air Intake, Ford Racing Part M-9603-M463 or K&N 69-3523KP cold air intake may be used.~~ Replacement exhaust manifolds, or "headers," as specified in the Full Prep American Sedan rules may be used. Ford Performance camshaft kit P/N M-6550-3V may be used. Flywheel/clutch, as specified in the Full Prep American Sedan rules may be used. The 4.6L/5spd engine assembly has a weight reduction of 300 lbs.

5.0L/6spd engine/trans:
56mm flat plate restrictor is required."

2. #30117 (Drew Cattell) Request CF driveshaft on CTS-V for durability improvement
In AS Spec Lines, CTS-V (04-07) Restricted Prep. 5.7L V8 (Aluminum block, Aluminum heads), LS6, 2 valves/cylinder Restricted Prep. 6.0L V8 (Aluminum block, Aluminum heads), LS2, 2 valves/cylinder, add to notes as follows:
"*OEM Driveshaft may be replaced by Driveshaft Shop P/N – GMCTSV2-C (1-piece carbon fiber)*"

3. #30348 (American Sedan Committee) Adjustment to model years of 5th generation RP Camaro
In AS Spec Lines, Chevrolet Camaro SS (V8) (10-13) Restricted Prep. 6.2L V8 (Aluminum Blcok, Aluminum Heads), 2 valves per cylinder, change as follows:
"Chevrolet Camaro SS (V8) (10-13) Restricted Prep. 6.2L V8 (Aluminum ~~Blcok~~*Block*, Aluminum Heads), 2 valves per cylinder(10-~~13~~*15*)"

B-Spec
1. #29480 (Tony Roma) Spec Tire Recommendation
In GCR, B-Spec, section 9.1.10.E.7, change as follows:
"7. Tires: ~~tire size shall be 205/50/15. Tires must conform to GCR section 9.3. Tires. All tires shall be offered for sale over the counter through the tire manufacturer's dealer network. The brand of tire and tire pressures are unrestricted.~~
a. ~~One of the allowed Hankook Tires must be used in complete sets. No mixing of wet and dry tires on the car.~~*Until 6-1-2021: tire size shall be 205/50/15. Tires must conform to GCR section 9.3. Tires. All tires shall be offered for sale over the counter through*

the tire manufacturer's dealer network. The brand of tire and tire pressures are unrestricted. The Hankook 200/580R15 Z217 (rain) is also allowed.

b. ~~For Dry racing the Hankook P205/50ZR15 Z214 is required after 6-1-2021 for the following SCCA Majors, Super Tour and Runoffs~~*After 6-1-2021 one of the allowed Hankook Tires must be used in complete sets. No mixing of wet and dry tires on the same car.*

c. ~~For Wet racing the Hankook 200/580R15 Z217 Rain Tire is allowed after 6-1-2021 for the following SCCA Majors, Super Tour and Runoffs~~*Hankook P205/50ZR15 Z214 or Hankook 200/580R15 Z217 (rain) is required for the following SCCA Majors, Super Tour and Runoffs.*

d. Regional Racing can continue with any DOT race tire for wet or dry races through the 2021 season. *The Hankook 200/580R15 Z217 (rain) is also allowed.*

e. When using the wet tire all cars get a 0.2" lower ride height allowance due to smaller radius of the wet tire."

2. #30349 (Anthony Roma) Make restrictor thickness unique for B Spec
In B-Spec, GCR section 9.1.10.E Vehicle Preparation, add restrictor specs as follows:
"*45. Restrictor - B-Spec cars whose spec line require a restrictor will follow the definition of a Flat Plate Restrictor (FPR) outlined in Appendix F with only one exception. B-Spec requires the thickness of the Restrictor to be 0.060" (+/- 0.005")*"

Formula/Sports Racing
FA
1. #30273 (Formula/Sports Racing Committee) E&O FA Intake Restrictors
In FA Table 1, Spec Line K, make changes as follows:

Table 1

FA Spec Line	Engine Series	Max. Displ. (cc)	Max. Valves / Cyl.	Notes	Req'd Restrictor	Min. Weight (lbs)
K.	Ford Duratec/ Mazda *MZR*	2296	4	Maximum compression permitted 14.0:1	~~32~~*30*mm SIR	1375

In FA Table 2, Swift 016 2.5 Mazda line, change the notes as follows:
"A ~~35~~*33*mm SIR is required."

2. #30274 (Formula/Sports Racing Committee) Clean up Spec Lines A and B in Table 1
In FA Table 1, Spec Lines A and B, make changes as follows:

Table 1

FA Spec Line	Engine Series	Max. Displ. (cc)	Max. Valves / Cyl.	Notes	Req'd Restrictor	Min. Weight (lbs)

A.	Toyota ~~4age~~ *4A-GE*	1615	~~DOHC~~ ~~(4-valve)~~ *4*		n/a	1175
B.	Toyota ~~4age~~ *4A-GE*	1800	~~DOHC~~ ~~(4-valve)~~ *4*		n/a	1205

3. #30275 (Formula/Sports Racing Committee) Clean up Spec Line C in Table 1
In FA Table 1, Spec Line C, make changes as follows:

Table 1

FA Spec Line	Engine Series	Max. Displ. (cc)	Max. Valves / Cyl.	Notes	Req'd Restrictor	Min. Weight (lbs)
C.	Ford BD Series	~~1600~~ *1615*	~~BD Series~~ ~~(4-valve)~~ *4*	Any BD series iron or alloy cylinder block and alternate crankshaft permitted.~~ with max. displacement of 1615cc~~	n/a	1200

4. #30276 (Formula/Sports Racing Committee) Clean up Spec Lines J and L in Table 1
In FA Table 1, Spec Lines J and L, make changes as follows:

Table 1

FA Spec Line	Engine Series	Max. Displ. (cc)	Max. Valves / Cyl.	Notes	Req'd Restrictor	Min. Weight (lbs)
J.	Ford Duratec/ Mazda *MZR*	1615	4	2.0L engine destroked to 1615cc~~.~~	~~NA~~ *n/a*	1250
L.	Honda B16	~~1600~~ *1615*	4		~~NA~~ *n/a*	1160

5. #30278 (Formula/Sports Racing Committee) Move engine specifications to Pro Formula Mazda spec line notes
In FA Table 2, Pro Formula Mazda spec line, make changes as follows:

Table 2

Car	Engine	Wheel Width (in) ± .060	Aero	Transmission	Weight	Notes
Pro Formula Mazda	~~See Table 1 for engine specifications~~ *Mazda Renesis Rotary*	Pro ~~Star~~ Mazda ~~specified~~ series wheels (F) 9 (R) 11 or	See FA rules	~~6 spd~~ *6-speed* sequential transmission with open differential. Traction control is allowed.	1305	All current FA rules apply to areas not covered by this spec line. *Apex seals unrestricted. Porting not permitted. Unmodified OEM lower intake manifold required, upper manifold unrestricted. Balance tube not permitted. Fuel injection only. 70mm Throttle Body.*

		(F) 10 (R) 14 Min. & 15 Max.				

In FA Table 1, remove the Mazda Renesis Rotary spec line in its entirety.

6. #30280 (Formula/Sports Racing Committee) Update F3 Americas spec line
In FA Table 2, F3 Americas spec line, make changes as follows:

Table 2

Car	Engine	Wheel Width (in) ± .060	Aero	Transmission	Weight	Notes
F~~3~~*R* Americas	*Turbocharged* 2.0 Liter Honda K20C1	~~s~~*S*ee notes	~~s~~*S*ee notes	~~s~~*S*ee notes	~~s~~*S*ee notes	Car must comply with F~~3~~*R* Americas rules. Competitors must have current copies of FIA Formula 3 *Regional* Technical Regulations, Onroak Automotive Ligier JS F3 Information Manual, and HPD engine-related specifications and instructions in their possession and present them upon request.

FC
1. #30171 (Brian Tomasi) Request for FC Weight Change
In GCR section 9.1.1.B.20.B, change the weight as follows:
"1. Pinto Engine: ~~1200~~*1190* lbs.
2. Pinto with aluminum cylinder head: ~~1200~~*1190* lbs.
3. Zetec Engine: ~~1220~~*1210* lbs."

P1
1. #30285 (Formula/Sports Racing Committee) E&O restrictor terminology
In P1 Engine Table, Spec Line C, change the notes as follows:
"May run without ~~inlet~~*intake* restrictor at 1150 lbs. min. weight. Up to 1355cc may run without ~~inlet~~*intake* restrictor at 1075 lbs. min. weight."

In P1 Engine Table, Spec Line G, change the notes as follows:
"Up to 2000cc may run with ~~inlet~~*intake* restrictor at 1400 lbs. min. weight. Up to 2300cc may run with ~~inlet~~*intake* restrictor at 1445 lbs. min. weight."

P2
1. #30272 (Formula/Sports Racing Committee) Add a new spec line for a 2-cycle, 3-cylinder engine up to 820cc
In P2 Engine Table, add a new spec line as follows:

P2 Engine Table

Spec Line	Engine Series	Max. Displ. (cc)	Max Valves / Cyl.	Req'd Restrictor flat plate except as noted	up to 70in width / 70in-78.74in width	Min. Weight (Lbs)	Notes
A.5	*2 cycle*	*820*	*NA*	*Not required*		*1100*	*Maximum 3 cylinders*

PX

1. #30176 (Mike McAleenan) Request for SL-C Classification in PX
In PX Table 1, classify the Superlite SL-C as follows:

Table 1					
Marque	**Model**	**Engine**	**Restrictor**	**Min Weight (lbs)**	**Notes**
Superlite	*SL-C*	*GM LS7 7.2L V8*	*NA*	*2625*	*Must comply with specifications found here: https://www.scca.com/pages/technical-forms-and-downloads*

SRF3

1. #30223 (Robey Clark) Mandatory identification:
In SRF, GCR section 9.1.8.E.2.B, change as follows:
"Mandatory identification: "SRF3" near the side car numbers~~,~~. ~~Approved (2) "Ford Performance" on each sideof the engine cover plus a Ford Blue Oval on the center of the Nose & (2) "Performance Electronics" on eachside of the tail.~~ "Hoosier" logo (4) on both sides front lower outer corners of the nose~~,~~ *and* each side of the tail."

GCR

None.

General

None.

Grand Touring

GT2

1. #30121 (Kevin Allen) Request underfloor clarification
In GCR, Section 9.1.2.F.7.b.15.E.3., remove the following:
"~~The rear engine opening must start after the rear edge of the rear wheel opening.~~"

2. #30329 (Grand Touring Committee) 29742 Change new wording to read as:
In GT2 Spec Lines, Ford Mustang/ Thunderbird (Boss 302), change Notes as follows:
"~~Firing order is unrestricted" for this engine.~~ *Optional engine firing order of later versions of SBF family (302) 1,3,7,2,6,5,4,8.*"

Improved Touring

ITB

1. #30007 (Thomas Guest Jr.) Request 2nd Generation Camry to ITB

In ITA Spec Lines, classify Toyota Camry 1987-1991 as follows:

ITA	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Weight (lbs)	Notes:
Toyota Camry (1987-91)	*4 Cyl DOHC*	*86.0 x 86.0 1998cc*	*2255*	

2. #30070 (Kevin Stuckey) Request for Car Eligibility
In GCR Section 9.1.3.A, add the following:
"*Any year/model B-Spec prepared vehicle may compete in ITB as long as it is completely compliant with current B-Spec rules for that vehicle. If the participant desires to race the vehicle at an IT prep level, it must completely conform to the intended spec line including model year.*"

Legends Car
None.

Production
None.

Spec Miata
None.

Super Production
None.

Super Touring
ST General
1. #30345 (Club Racing Board) Super Touring Alternate Miata Hubs
In ST, GCR section 9.1.4.M, add alternate front wheel hubs as follows:
"*18. Allow alternate front wheel front hubs for the 90-05 Mazda Miata:*
Mazda Motorsports Development Part #0000-04-5HUB-S1"

STL
1. #30247 (Tim DeRonne) GM Ecotec engines in STL
In STL, Table B, change GM Ecotech LNF, as follows:
"GM Ecotech ~~LNF~~"
In STL, Table B, GM Ecotech LNF, add to Notes as follows:
"*Any combination of GM Ecotech engine family permitted. Must use 55mm flat plate restrictor.* Must meet all other STL specifications."

Touring
T1
1. #30196 (Touring Committee) T1 LP Aero adjustments
In GCR Section 9.1.9.1., Limited T1, change as follows:
"See Limited *Preparation (LP)* T1 specification lines for the list of cars permitted to run in T1 in a limited preparation level configuration. These cars shall be prepared to the T2 level of preparation found in 9.1.9.2. *with the following additional*

allowances:~~Aftermarket headers allowed. Limited prep cars running stock OEM manifold/headers as delivered may subtract 50lbs. from the specified weight.~~

In addition to T2 specifications all T1-LP cars are permitted to:

1. Relocate the battery

2. Use any commercially available battery.

3. Replace any suspension bushing with spherical joints.

4. Use any spring and/or sway bar rate, configuration must remain OE. Ferrous springs and sway bars only.

5. Hoods, trunk lids, and front fenders may be replaced with panels of any type material, provided that the panel maintains the OEM profiles.

6. Aftermarket headers allowed.

7. Weight and Aerodynamic Devices

a. Any limited prep car not using a wing and/or splitter may subtract 100lb.

b. Aerodynamic devices conforming to 9.1.9.1.B.1 and 9.1.9.1.B.2 are permitted.

8. All vehicles must use a stock, OEM equivalent, safety glass, or 6 mm minimum thickness Lexan replacement, mounted in the stock location, at the stock angle and maintaining the stock profile.

9. Engine durability allowances-

a) Rods and pistons may be replaced with aftermarket alternatives provided; 1)that the weight of the replacement is equal to or greater than OE. 2) The bore, stroke, and displacement conform to T2 rules (9.1.9.2.D.1.e.1) 3)alternative pistons maintain OE profile.

b) Valves may be replaced with aftermarket alternatives provided; 1)that the weight of the replacement is equal to or greater than OE. 2) they are the same size and profile as OE.

c) Valve springs may be replaced with aftermarket alternatives provided they are the same configuration and size as OE +/-.015".

10. Driveshaft and half-shafts may be aftermarket, but shall be the OEM-type and use the same types of materials as stock. Drive shafts may be replaced by one piece drive shafts, and conversely."

T2

1. #30254 (Nathan McBride) Request BMW M2CS door glass removal
In T2 Spec Lines, BMW M2 CS Cup 2020-, add to Notes as follows:
"*It is permitted to remove door glass and mechanism.*"

T4

1. #30245 (Touring Committee) E & O T4 Mustang Wheels
In T4 Spec Lines, Ford Mustang V6 (05-10), change wheels as follows:
"~~17~~*18* x 8"

official SCCA member notification
Fastrack news
EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

CLUB RACING BOARD MINUTES | March 2, 2021

The Club Racing Board met by teleconference on March 2, 2021. Participating were Peter Keane, Chairman; David Arken, David Daughtery, Jim Goughary, John LaRue, Paula Hawthorne, Sam Henry, Tom Start and Shelly Pritchett, secretary. Also participating were: Bob Dowie, Chris Albin, and Dayle Frame, 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

FF

1. #30461 (Club Racing Board) Crankshafts for the Kent 1600 engine

Recently concerns have been raised about the sufficiency of GCR 9.1.1.B.12.k – Crankshafts for the Kent 1600 engine. This is a rule that has been in place for approximately 18 years and is **adequate as written**; however, some clarification is warranted.

SCCA Enterprises sells a crankshaft that is manufactured by SCAT. This particular crankshaft has the SCCA logo on the front counterweight; it also carries the Formula Ford International (FFI) logo. This crankshaft is legal per the GCR in both dimension and weight as supplied by SCCA Enterprises. The critical dimensions are cited in the aforementioned section of the GCR. The crankshafts may not be re-profiled (knife-edged). See GCR 9.1.1.B.12.a.6. In some instances the blocks may need to be trimmed slightly for fitment; this is not a new issue, but rather something that was common with the prior uprated OEM crankshafts. The rules also permit “other” cast crankshafts which meet these dimensions and weights. While all of the dimensions of the crankshaft are not cited in the GCR, a known stock specimen can be utilized for comparative purposes if necessary.

No Action Required

B-Spec

1. #30203 (Charlie Vehle) 2015 Nissan Versa

Thank you for your letter. The existing spec line covers the 2015 Nissan Versa Sedan.

GCR

1. #30378 (James Rogerson) Professional Installation of Hand Controls

Thank you for your letter. The current hand control rules do not exclude the use of these identified manufactures of hand controls. Hand controls may be approved on a case-by-case basis. Such approval shall be in writing from the Road Racing Technical Manager and shall be in the driver’s possession at all competitions.

General

1. #30246 (Jared Lendrum) Request Multi-car Runoffs Qualification

Thank you for your letter. Regions are encouraged to discount a second entry, regardless of class/run group. However, the pricing and pricing structure is up to each region as they must manage their individual event finances based on specific costs related to holding the event like track rental, safety/recovery vehicles and staffing, equipment rental, catering, etc. Regarding your first suggestion to "Earn points in two classes in one race" this is not permitted and was addressed in letter#28526 July 2020 Fastrack.

GT2

1. #30279 (John Schertzer) Paddle Shift Clarification

Thank you for your letter, GT2/ST only spec cars that are equipped from the factory with paddle shifters are allowed on cars with a Spec Line added for that car.

Prod General

1. #30216 (David Mead) #27417 (Jesse Prather) Alternate Brakes for Production
Thank you for your letter. No changes will be made to the new brake allowance rules at this time. As more races happen with cars that are utilizing these new rules, effects to competition balance will be reviewed.

ST General

1. #30394 (Matt Blehm) Please fix E&O for oil coolers in ST*
Thank you for your letter. Please refer to letter # 30388 in current Fastrack.

STU

1. #29831 (Bill Lamkin) Request clarifications on ABS
Thank you for your letter. The committee has reached out to the letter writer with no response. We feel the rule is clear as written.

2. #30396 (David Fiorelli) Oil coolers in STU
Thank you for your letter. Please refer to letter # 30388 in current Fastrack.

3. #30402 (Hermogenes Ramirez) Honda S2000 Block and Crankshaft
Thank you for your letter. Please refer to letter # 30342 in current Fastrack.

T4

1. #30208 (Colin Koehler) Discontinued P/N on Spec Line for T4 FRS/BRZ/86
Thank you for your letter. The availability issue is improved. Recent part number corrections have been made

Not Recommended

B-Spec

1. #29865 (B-Spec Committee) Request to allow R53 Cooper S 6 speed trans. swap into the R50
Thank you for your letter. There is too much change required to update this transmission. The cost of repairing the existing trans is a better option.

FA

1. #30356 (Daryl Wizelman) Request classification of FL15 with turbocharged K20C1 engine
Thank you for your letter. The Club Racing Board does not recommend this change. The Formula Lites Crawford FL15 and FR Americas Ligier JS F3 are classified in separate spec lines based upon distinct technical specifications that include the original engine installation. The Club Racing Board and the Regions' technical inspectors do not have the resources to police hybrid versions of these cars. Competitors may race the FL15 with the approved Honda K24Z7 engine.

2. #30395 (Daryl Wizelman) Request to split PFM and FR Americas cars
Thank you for your letter. The Club Racing Board does not recommend this change. U.S. Majors participation numbers show that neither FR Americas nor Pro Formula Mazda could achieve an average of 4.0 cars per event as a separate class. In 2020 FR Americas averaged just 0.35 cars and Pro Formula Mazda just 1.17 cars per event. In addition, there is no basis for believing that the FA class could achieve an average of 4.0 cars per event if FR Americas or Pro Formula Mazda were removed from the class. In 2020 FA averaged 3.17 cars per event with FR Americas and Pro Formula Mazda cars included.

P1

1. #30032 (Michael Major) DP02 engine specs

Thank you for your letter. The Club Racing Board does not recommend this change. Please see the response to letter #30038 in the January 2021 Fastrack Technical Bulletin. Switching to a 2.5L engine is not the only option. Line G's notes include a lower minimum weight for cars using a modified 2.0L engine that allows for the difference in torque compared to larger displacement engines. The 30mm single inlet restrictor (SIR) required on Line G engines balances power with greater precision than could be achieved by prescribing allowable parts and modifications for each engine application. A sealed SIR airbox for the DP02 is commercially available to competitors who do not wish to build their own.

2. #30138 (Aaron Hill) Elan DP02 Restrictor

Thank you for your letter. The Club Racing Board does not recommend this change. The sealed DP02-spec 2.0L engine is outside the P1 performance envelope. Please see the responses to letters #26753 in the July 2019 Fastrack Technical Bulletin, #27867 in the January 2020 Fastrack Minutes, #29756 in the December 2020 Fastrack Minutes, #30038 in the January 2021 Fastrack Technical Bulletin, and #30032 in this Fastrack. A restrictor is not being added to modified DP02 engines for 2021. Modified engines have been required to use a single inlet restrictor since the class was inaugurated in 2014.

PX

1. #30383 (Michael Major) Spec line request for PX Table 1

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 currently race in a Runoffs-eligible class. Please see the responses to letters #28403 and #28516 in the April 2020 Fastrack Minutes. The DP02 currently races in the Runoffs-eligible P1 class. Please see the response to letter #30032 in this Fastrack. In addition, the car's weight does not meet the minimum standard for classification in the PX class. Please see the response to letter #30115 in the February 2021 Fastrack Minutes.

GCR

1. #29062 (SMAC Committee) New Contact Rules

Thank you for your letter. Appendix P is a guideline, one that can reduce crashing and give race officials a reasonable standard with which to judge contact. Vision is a requirement for a safe pass. The passing car must get into the peripheral vision of the overtaken car in the braking zone, prior to the turn in point to be seen and thus allow for both cars to have racing room on the track. The considered opinion of the primary authors, editors, and reviewers for Appendix P is that your proposal, i.e. front wheel of passing car overlapping (at most) rear wheel of overtaken car, does not properly allow the overtaken car to establish the presence of the passing car in the overtaken driver’s peripheral vision. If the passing car only gets to the overtaken driver’s rear wheel before turn in, contact may result if the overtaken driver is not aware of the pass attempt and does not leave room at the apex. Contact would be the fault of the overtaking car.

2. #30266 (Jason Stine) Request to allow RWB SCCA Driver's Suit Patch

Thank you for your letter. The logo used in the Red/White/Blue patch is not a current approved logo. Older patches do not have to be removed, but a patch with the current logo must be sewn on driver's suit.

General

1. #29914 (Jason Stine) Please Count 2 Out of Conference Finishes for Conference Points

Thank you for your letter. Conference Point Championships are designed to reflect the results of events in that conference and give a defined end date to a conference season. This also ensures that all competitors are working from the same calendar and expectation of which events count in each conference point standings. By counting out of division, it extends the end of the season for all conferences to the very last Majors race in the country for that season. Majors race weekend participation and

race finish credit from any conference counts toward Runoffs qualification but the points earned remain in that Conference's point standings. Drivers can win a points championship in any conference regardless of their region or division of record.

FP

1. #30267 (David Boles) Request for Golf MkIII Help
Thank you for your letter, but it is not currently recommended to permit "Limited Prep" cars to increase their compression ratio beyond 12.0:1. Compression above this level goes against the concept of "Limited Prep".

HP

1. #30234 (James Bell) Request removal of weight penalty for Datsun 510
Thank you for your letter. All previously existing "Alt Brake" allowances were permitted without a weight penalty. The new non-stock brake and rotor rules DO come with a weight penalty. The car in question in this letter can continue to run its permitted "Alt Brake" package with NO weight penalty, or install some other non-stock caliper and/or rotor package, with a weight penalty. The alternate carb weight adder on this vehicles spec line has nothing to do with its brakes, which again, are allowed without penalty.

2. #30327 (Tim Linerud) Alternate Carb for 1.8 VW Limited Prep
Thank you for your letter. The vehicle in question is proven to be competitive as classed, never came with carburation from the factory, and there's no performance or parts availability related case that can be made for why it should be allowed.

Prod General

1. #30005 (Steve Sargis) Request Further Cleanup of Carburetor Rule
Thank you for your letter. It is not believed that any additional changes need to be made to these rules. They already state that a vehicle must use its standard carburetor or an approved optional carburetor. A competitor must be able to defend that the carb he/she is using is either the stock carb, or an approved optional carb via its spec line or general Prod approved optional carb list. Additionally, further rules exist that define how a stock or optional carb can be adapted to a stock (or permitted) manifold. If for some reason a specific car cannot possibly adapt an approved carb to its approved manifold, within the current rules, addressing that would be a case-by-case basis.

2. #30287 (Daniel Snow) Fiat X1/9 brake rotors
Thank you for your letter. With the new "non-stock brake calipers and rotors" allowance, that come with a pre-defined weight penalty, a new "Alt Brakes" package that permits a larger and vented rotor versus stock, is not going to be issued without weight penalty. If the letter writer wishes to run the package as he describes, it could be done with the "non-stock brake calipers and rotors" weight penalty.

ST General

1. #30052 (Michael Kamalian) Alternate Miata Hubs
Thank you for your letter. Request is not recommended due to being outside of class philosophy. Alternate material hubs are not an approved modification.

2. #30069 (Eric Thompson) Move Letter #21441 to ST General
Thank you for your letter. If you have an issue with a specific model, we would consider considering issues specifically, not in general.

3. #30404 (Tom Rogers) Classification Request
Thank you for your letter. The ST class is built around widely available components, not designed for specialty engines.

STO
1. #30337 (Keith Kimberly) Request 2010 GCR STO Eligibility Language Be Reintroduced
Thank you for your letter.

2. #30338 (Keith Kimberly) Request Appendix K Be Replaced With A New GT/STO Section
Thank you for your letter.

STU
1. #30411 (Paul Stephan) Request to allow reproduction fenders for VW Corrado
Thank you for your letter. We do not allow alternate material from the OEM to be used.

T1
1. #30325 (Michael Pettiford) Request to Make the Non Aero Cars Faster in T1
Thank you for your letter. Recent changes have been made to T1-LP that may have re-established the BOP of the class. Please see the March 2021 Fastrack for recent changes.

T2-T4
1. #30301 (Raymond Blethen IV) Request Tire Width Rule
Thank you for your letter. This change would have a drastic effect on BOP. We don't recommend this change at this time.

T4
1. #30136 (Scotty White) Request to classify Mustang in T4
Thank you for your letter. We discussed the idea of moving this car to T4, but the car fits best in T3. Data shows that the car can be competitive in T3. We also feel that the car would have a negative impact on other T4 competitors. Its base HP is approximately 100 HP above the basic T4 car. It would also weigh approximately 1000 pounds more than other T4 cars. If the class accelerates, it may be considered in the future. In the meantime, we are willing to consider adjusting the T3 spec line.

2. #30244 (Chi Ho) Request aftermarket intercooler for BMW 320i
Thank you for your letter. Based on recently collected trap speeds and acceleration rates, we don't believe that the 320i needs something that could be perceived as a positive spec line change.

3. #30335 (Christopher Windsor) BMW 320i Performance Reclassification Request
Thank you for your letter. Recent changes have been made to this car. We will continue to monitor this car in the class.

4. #30367 (Matthew Fess) Request BRZ/FRS/86 Wheel Width
Thank you for your letter. The 7" wheel was the OE width. The car has proven to be competitive with this combination. There are wheel options at this size.

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

B-Spec

1. #30120 (Alex Ratcliffe) Request to classify the Hyundai Accent
Thank you for your letter. This has been addressed by letter # 29484 in the February 2021 Fastrack.

2. #30122 (Ali Naimi) Support the header for Mazda 2
Thank you for your letter. This has been addressed by letter # 29944 in the current Fastrack.

3. #30123 (Chris Taylor) In Support of Letter #29944
Thank you for your letter. This has been addressed by letter # 29944 in the current Fastrack.

4. #30124 (Charlie Valdez) Support the header for the Mazda2
Thank you for your letter. This has been addressed by letter # 29944 in the current Fastrack.

5. #30127 (Drew Strickland) Support Letter # 29944
Thank you for your letter. This has been addressed by letter # 29944 in the current Fastrack.

6. #30130 (Ted Sahley) Mazda 2 New Header Approval
Thank you for your letter. This has been addressed by letter # 29944 in the current Fastrack.

7. #30166 (Brian Duddy) Proposed Correction to Spec Tire Rule (29480)
Thank you for your letter. Please see letter # 29480 in March Fastrack and # 30387 in current Fastrack.

8. #30220 (Charles Davis) Request to correct 9.1.10 paragraph 7 GCR page 682
Thank you for your letter. Please see letter # 30387 in current Fastrack.

9. #30286 (Charles Davis) Correct 9.1.10 paragraph 7 GCR page 682
Thank you for your letter. Please see letter # 30387 in current Fastrack.

10. #30377 (James Rogerson) Mazda 2 Header
Thank you for your letter. This has been addressed by letter # 29944 in the current Fastrack.

What Do You Think

None.

RESUMES

None.

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DATE: March 20, 2021
NUMBER: TB 21-04
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 4/1/2021. 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. #29863 (B-Spec Committee) Allow 4 lug hub conversion to R60 and R61 MINI
In B-Spec Spec Line, Mini Cooper Countryman (R60) (11-16), add to notes as follows:
"*Allow part number 31226776162 (front) and 33416786552 (rear) bearings and corresponding brake rotors.*"

In B-Spec Spec Line, Mini Cooper Paceman (R61) (11-16)add to notes as follows:
"*Allow part number 31226776162 (front) and 33416786552 (rear) bearings and corresponding brake rotors.*"

2. #29944 (Josh Smith) Mazda2 header replacement
In B-Spec Spec Line, Mazda2 (10-14), add to Notes as follows:
"*Allow Mazda Header PN: 0000-06-2401. The existing PN: HB.EM 60-404-S-SS or HP-MZD001is will not be allowed after 1/1/2023.*"

In B-Spec Spec Line, Mazda2 (10-14), change weight as follows:
"~~2330~~*2380*"

3. #30078 (James Rogerson) Honda Fit Years on Spec Line
In B-Spec Spec Lines, Honda Fit (09-12), change as follows:
"Honda Fit (09-1~~2~~*4*)"

4. #30380 (B-Spec Committee) Hyundai/Kia restrictor size incorrect
In B-Spec Spec Lines, Hyundai Accent GS Hatchback (13-19), change Notes as follows:
"~~40~~*36*mm flat plate restrictor required."

In B-Spec Spec Lines, Kia Rio 5-door/LX (12-19), change Notes as follows:
"~~40~~*36*mm flat plate restrictor required."

5. #30387 (B-Spec Committee) Clarify tire compound in rules
In GCR, Section 9.1.10.E.7.c, change as follows:
"Hankook P205/50ZR15 Z214 *C51 Compound* or Hankook 200/580R15 Z217 (rain) is required for the following SCCA Majors, Super Tour and Runoffs."

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EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

Formula/Sports Racing

FA

1. #30355 (Formula/Sports Racing Committee) Update Table 1 Weights for Spec Lines C, I, and K
In FA Table 1, Spec Line C, change the weight as follows:
"~~1200~~*1175*"

In FA Table 1, Spec Line I, change the weight as follows:
"~~1250~~*1175*"

In FA Table 1, Spec Line K, change the weight as follows:
"~~1160~~*1175*"

2. #30366 (Formula/Sports Racing Committee) Remove redundant reference in Table 2 spec line
In FA Table 2, Purpose built and ex-Pro Atlantic cars spec line, change as follows:
"Up to 5 forward gears, limited slip and locked differential allowed ~~(sequential trans. carries 25 lb penalty~~"

3. #30369 (Formula/Sports Racing Committee) Correct the name of the FR Americas car
In FA Table 2, FR Americas spec line, change the car name as follows:
"FR Americas *Ligier JS F3*"

4. #30372 (Formula/Sports Racing Committee) Clean up Spec Line D in Table 1
In FA Table 1, Spec Line D, make changes as follows:

Table 1

FA Spec Line	Engine Series	Max. Displ. (cc)	Max. Valves / Cyl.	Notes	Req'd Restrictor	Min. Weight (lbs)
D.	*Ford Duratec/* Mazda MZR	2500	~~4-valve~~ *4*		29mm SIR	1400

5. #30386 (David Zavelson) Table 2 Honda K20Z3 request
In FA Table 2, Honda Civic K20Z3 spec line, change the notes as follows:
"Intake manifold and throttle body assembly ~~must~~*may* be ~~used as~~*either the original, unmodified HPD parts* ~~delivered from HPD, ports must be as cast beginning 1.00" into ports~~*or unmodified AT Power Direct-To-Head (DTH) 45mm individual throttle bodies, PN 102-104-00020*. ~~Fuel injectors must be OE Honda Civic K20Z3 2.0 liter PN 16450-RBB-003, fuel rail must be OE Honda Civic K20Z3 2.0 liter PN 16220-RAA-A01.~~"

FF

1. #30426 (Formula/Sports Racing Committee) Kent crankshaft clarification
In FF, GCR section 9.1.1.B.12.b, add a new section as follows:
"*5. The block may be relieved in those areas only as required to allow the fitment of a permitted crankshaft.*"

P1

1. #30424 (Formula/Sports Racing Committee) Clean up Spec Line A notes section
In P1 Engine Table, Spec Line A, change the notes as follows:
"~~Balance tubes not allowed. One Carb per cylinder.~~ Carburetor induction only. *One carburetor per cylinder.* ~~Restricted venturi size.~~ *Balance tubes not allowed.*"

2. #30425 (Formula/Sports Racing Committee) Clean up Spec Line H notes section
In P1 Engine Table, Spec Line H, change the notes as follows:
"Peripheral ~~P~~*p*ort or ~~Bridge Port~~*bridgeport* ~~A~~*a*llowed*.*"

PX

1. #30291 (Andres van der Dys) Request to classify the Revolution A-One
In PX Table 1, classify the Revolution A-One as follows:

Table 1					
Marque	**Model**	**Engine**	**Restrictor**	**Min Weight (lbs)**	**Notes**
Revolution	*A-One*	*Ford 3.7L V6*	*NA*	*1925*	

2. #30341 (Danyel Delgado) Request to classify the Radical SR10
In PX Table 1, classify the Radical SR10 as follows:

Table 1					
Marque	**Model**	**Engine**	**Restrictor**	**Min Weight (lbs)**	**Notes**
Radical	*SR10*	*Ford Ecoboost 2.3L High Output 4 cyl. Turbo*	*NA*	*1825*	

GCR

GCR

1. #30310 (David Gomberg) Terminology of Court
In GCR, Section 5.12.1.C, change as follows:
"The Chairman shall ensure that the SOM ~~court~~ follows the appropriate GCR process when hearing protests or requests for action."

In GCR, APPENDIX O.3.C., change as follows:
"If a protest or RFA is not finalized at the event, the Executive Steward shall appoint a Stewards of the Meeting (SOM) ~~court~~ to hear and determine the outcome of the protest or RFA."

General

None.

Grand Touring

GT2

1. #30421 (Grand Touring Committee) GT2 tiger firing order
In GT2 Engines - SUNBEAM, change as follows:
"~~Optional engine firing order of later versions of SBF family (302) 1,3,7,2,6,5,4,8.~~
May use optional firing order of later version of SBF Family (Boss 302) 1,3,7,2,6,5,4,8"

Improved Touring

None.

Legends Car

None.

Production

FP

1. #30165 (John MacGowan) Please Classify Mazda3 in FP
In EP, classify Mazda 3 S (04-08) as follows:

EP	Prep. Level	Weight (lbs)	Engine Type	Bore x Stroke mm/(in.)	Displ. cc/ (ci) (nominal)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/ (in.)	Carb. No. & Type	Wheel-base mm/(in.)	Track (F/R) mm/(in.)
Mazda 3 S (04-08)	*2*	*2350 * 2409 ** 2468*	*4 cyl DOHC*	*87.5 x 94.0*	*2260*	*Alum*	*Alum*	*(I) 35.1 (E) 30.0*	*Fuel injection.*	*2640*	*1638 / 1623*

Wheels (max)	Trans. Speeds (max)	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Fuel Injected Equipped Throttle Body Inside Diameter (mm) +/- .25mm	Notes:
18x8	*5*	*(F) 300 Vented Disc (R) 280 Solid Disc*		*55*	*Comp. Ratio limited to 12.0:1, Valve lift limited to .500".*

2. #30268 (David Boles) Golf MkIII Valve Size Request
In FP Spec Lines, Volkswagen Golf III / Jetta III (93-98), change Valves IN & EX mm/ (in.) as follows:
"(I) ~~39.5~~*40.0* (E) ~~32.9~~*33.0*"

In FP Spec Lines, Volkswagen Golf IV/ Jetta IV (99-05), change Valves IN & EX mm/ (in.) as follows:
"(I) ~~39.5~~*40.0* (E) ~~32.9~~*33.0*"

HP

1. #30167 (G. Brian Metcalf) Request to Classify 2012-2015 MINI Cooper Coupe in HP
In HP Spec Lines, Mini Cooper (07-13) (includes 09-15 convertible), change as follows:
"Mini Cooper (07-13) (includes 09-15 convertible *and 12-15 Coupe*)"

2. #30368 (Andrew Benagh) Request clarification on VW 1.8 Rabbit GTI Spec Line
In HP Spec Lines, Volkswagen Rabbit GTI 1780 (83-84), add to Notes as follows:
"*Mk2 VW front spindles, hubs and bearings are permitted.*"

Spec Miata

1. #30438 (Spec Miata Committee) Updates - Obsolete Parts & BOP Parts

In SM, Section 9.1.7.C., add as follows:

"*10. Updates*

a. Obsolete Parts

When part updates are needed, because of reliability, supply or obsolescence, testing of parts from alternative, updated sources with direction and approval from the CRB may be used in sanctioned events. Such updates would only be effective when or if finalized by the CRB, and published in Fastrack. Any testing done during sanctioned events will require the driver/car to forfeit any points, finishing position, and/or contingency.

b. BOP Testing

For purposes of maintaining a healthy future for Spec Miata specific to balance of power (BOP) and overall parity, parts or software identified with direction and approval from the CRB may be used in sanctioned events. Such updates will only be effective when or if finalized by the CRB, and published in Fastrack. Any testing done during sanctioned events will require the driver/car to forfeit any points, finishing position, and/or contingency."

Super Production

None.

Super Touring

ST General

1. #30388 (Philip Royle) ST Oil Coolers E&O Correction to 9.1.4.2.H

In ST, section 9.1.4.G.14, change as follows:

"Vents, breathers, ~~and~~ oil filters *and oil coolers* may be added, or substituted. All emission control devices may be removed and the resulting holes plugged."

STU

1. #30342 (Justin Taylor) Provision for Interchangeable Engine Components Already Allowed

In STU Spec Lines, Honda S2000, add to Notes as follows:

"*F20/F22 K24 Crank Shaft allowed, must use chart weight for achieved displacement.*"

Touring

T2

1. #30297 (Touring Committee) Class Spec Corvette in T2?
In T2 Spec Lines, classify Spec Corvette as follows:

T2	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:
Spec Corvette								*3375*	*Cars must comply with all Spec Corvette rules dated 3-1-21 including fuel and tires. No tire treatment or rubber softeners are permitted. T2 requirements of 3.75" min ride height and 53mm flat plate restrictor required. Any 295 DOT tire approved with +200lb*

2. #30391 (Harley Kaplan) E92 BMW Spring Rate Request
In T2 Spec Lines, BMW E92 M3 (08-14), change notes as follows:
"Springs up to ~~800~~*1000*#/in front and rear allowed."

3. #30401 (Touring Committee) Please correct recent T2 Spec Line
In T2 Spec Lines, Toyota Supra (2020-), change Notes as follows:
"Springs allowed 800# *max* (f) 1000 *max* (r)"

T2-T4

1. #30263 (Randall Smart) Request consistency review in GCR
In GCR, Section 9.1.9.2.D.1.i.5., change as follows:
"T2-T4 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 *9*5% of the factory OEM clutch disc and pressure plate."

T3

1. #30315 (David Karably) Request to classify 2006-2008 Cayman

In T3 Spec Lines, classify the Porsche Cayman (06-08) as follows:

T3	Bore x Stroke(mm)/ Disp. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Porsche Cayman (06-08)	*85.8 x 78 2687*	*2415*	*18 x 8*	*245*	*3.82, 2.20, 1.52, 1.22, 1.02, .82*	*3.44*	*(F) 318 x 28 Vented (R) 299 x 24 Vented*	*3050*	*Alternate exhaust manifold permitted, 966-111-102-05 (left) and 996-111-101-05 (right).*

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COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Jim Booth vs. SOM COA Ref. No. 21-01-SE
March 14, 2021

FACTS IN BRIEF
Following the Saturday, January 16, 2021, Group 4 Hoosier Super Tour race at Sebring International Raceway, Doug Nickel, Race Director, filed a Request for Action (RFA) requesting the Stewards of the Meeting (SOM) to investigate contact between Formula Atlantic (FA) #63 and Formula Enterprises 2 (FE2) #73 for alleged violations of General Competition Rules (GCR) 6.11.1.A. through D. (On Course Driver Conduct.) The SOM Stu Cowitt, Russ Gardner, and Paula Hawthorne (Chairman) met to hear and decide on the RFA.

The SOM determined Jim Booth, driver of Car #63 was responsible for contact involving Paul Schneider, driver of Car #73. The SOM ruled Mr. Booth violated GCR 6.11.1.A. (Avoid physical contact) and 6.11.1.B. (Allow racing room) and penalized him by moving his finishing position to last in class in FA, and probation for 4 race weekends. The penalty also incurred three penalty points on Mr. Booth's competition license. Mr. Booth appealed the ruling of the SOM.

DATES OF THE COURT
The SCCA Court of Appeals (COA) Tom Campbell, Laurie Sheppard, and Jack Kish (Chairman) met on February 25, 2021, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Appeal letter from Jim Booth, received January 25, 2021.
2. Official Observer's Report and related documents, received February 16, 2021.
3. In-car video from Car #63 and Car #73, received February 16, 2021.
4. Email with embedded video frames from Mr. Booth, received February 22, 2021.
5. Witness statements from SOM members, received February 24, 2021.

FINDINGS
In his appeal, Mr. Booth described the circumstances leading up to the loss of traction causing a slight leftward movement by his front tires. Mr. Booth asserts he was aware of Car #73 on his left but the loss of grip caused him to impact the right front wheel of Mr. Schneider. Mr. Booth disagrees with the penalty he was given.

The COA reviewed the SOM's Hearing and Decision report and attachments, as well as Mr. Booth's appeal documents and all available video. The COA agrees Mr. Booth initiated an inside pass of Car #73 on the approach to Turn 7. Just before the apex of Turn 7, Car #63 lost traction and slid into Car #73 making side-to-side contact. Car #73 was damaged by the contact and retired to the pits.

The COA finds Mr. Booth violated GCR 6.11.1.A. (Avoid contact between cars) and 6.11.1.B. (Allow racing room). The penalties assessed by the SOM were within their authority per GCR 7.2. Mr. Booth did not provide additional evidence not available to the SOM in making his appeal.

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

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COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Quyen Tong vs. SOM COA Ref. No. 21-02-SW
March 18, 2021

FACTS IN BRIEF

Following the Sunday, January 17, 2021, Group 6 Texas Region Polar Prix Race at MotorSport Ranch Cresson, Art Tapley, Chief Steward, filed a Request for Action (RFA) for investigation and determination of fault related to contact between Quyen Tong, Spec Miata (SM) #16, Travis Wiley, SM #28, and Logan Stretch, SM #98, during the last lap of the race.

The Stewards of the Meeting (SOM) Rick Kosdrosky, Larry Svaton, and Cathy Barnard (Chairman) met via Zoom several days after the event to hear and rule on the RFA. The SOM interviewed witnesses, reviewed witness statements, viewed video, and concluded the three drivers shared equal responsibility for the contact. The SOM found each violated General Competition Rules (GCR) 6.11.1.A., B., C., and D. (Rules of the Road) by not allowing each other racing room. Mr. Wiley, Mr. Tong, and Mr. Stretch were penalized with Probation for one race weekend for the last lap contact. The SOM found Mr. Tong also violated GCR 6.11.1.A. (Avoid contact) for contact with SM #98 several laps earlier in the race. Mr. Tong was placed on probation for one additional race weekend for the earlier contact. Three penalty points were assessed on each driver's competition license.

Mr. Tong appealed the decision regarding the earlier contact with SM #98.

DATE OF THE COURT

The SCCA Court of Appeals (COA) Tom Campbell, Pat McCammon, and Laurie Sheppard (Chairman) met on March 11, 2021, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal Request Confirmation, received February 8, 2021.
2. Appeal letter from Quyen Tong, received March 5, 2021.
3. Official Observer's Report and related documents, received March 5, 2021.
4. Video clip from SM #98, received March 5, 2021.
5. Supplemental witness statement from Travis Wiley, received March 5, 2021.

FINDINGS

Mr. Tong's appeal focused solely on the SOM's ruling of "violation of 6.11.1.A. for the contact between [himself] and #98 (Logan Stretch) that occurred several laps before the end of the race." Mr. Tong stated he had a single interview with the SOM for the purpose of reviewing the contact in the last corner on the last lap of the race. He further stated, "The incident in which I am currently appealing was not a topic of discussion during my meeting." Mr. Tong acknowledged the contact with SM #98 did occur. He described a post-race discussion with Mr. Stretch regarding the events that occurred in a section of the track known as Rattlesnake. The contact, as well as the discussion, were witnessed by Mr. Wiley, who provided a witness statement accompanying the appeal.

The COA reviewed Mr. Tong's appeal submission, the RFA and associated witness statements and documents, and Mr. Stretch's brief in-car video clip of the incident. The COA notes none of the witness statements submitted with the Observer's Report mention the contact earlier in the race. Mr. Wiley, in his subsequent statement, described both what he saw and heard on the track and later in post-race impound. He states Mr. Tong was behind Mr. Stretch as they were "going into Rattlesnake." He goes on to say, "I heard Logan drop it into 5th not 3rd and then his tail lights came on…"

Mr. Stretch's in-car video clip labeled "logan first incident.mov" begins on the approach to a right-hand turn. Mr. Wiley (SM #28) is seen to the left and slightly ahead of Mr. Stretch. Five seconds into the video, SM #28 has dropped back out of camera view. Mr. Stretch reaches over to the gearshift and appears to fumble a bit before pushing it forward into gear. His hand goes back to the steering wheel but a few video frames later, returns to the gearshift. The contact in the rear occurs while his hand is on the gearshift the second time.

The COA concludes from the witness testimony and video evidence that Mr. Stretch unexpectedly slowed more than anticipated approaching the turn while he attempted to engage third gear. With SM #28 to his left, Mr. Tong had nowhere to go and contacted SM #98 in the rear.

The COA finds the contact by Mr. Tong was unavoidable and nullifies the SOM's decision to penalize Mr. Tong for violation of GCR 6.11.1.A. for this incident. The COA makes no judgement on the penalty of probation for one race weekend for Mr. Tong's involvement in the last lap incident as that portion of the SOM's decision is outside the scope of the appeal. There is no change to the points assigned to Mr. Tong's competition record.

DECISION

The COA overturns the SOM decision only for a single violation of 6.11.1.A. The COA modifies Mr. Tong's penalty to remove probation for one race weekend. Mr. Tong's

appeal is well founded and his appeal fee, less the administrative portion retained by SCCA, will be returned.

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CLUB RACING BOARD MINUTES | April 6, 2021
The Club Racing Board met by teleconference on April 6, 2021. Participating were Peter Keane, Chairman; David Arken, David Daughtery, Jim Goughary, John LaRue, Paula Hawthorne, Sam Henry, Tom Start and Shelly Pritchett, secretary. Also participating were: Bob Dowie, Chris Albin, and Dayle Frame, 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
F5
1. #30433 (John Spitler) Support for Letter #30427
Thank you for your letter. Please see the response to letter #30427 in this Fastrack.

2. #30434 (John Spitler II) Support for Letter #30427
Thank you for your letter. Please see the response to letter #30427 in this Fastrack.

3. #30442 (Carl Maier) F500 Exhaust Header Support
Thank you for your letter. Please see the response to letter #30427 in this Fastrack.

FF
1. #30088 (Michael Bernstein) Honda Piston Rings
Thank you for your letter. Please consider purchasing parts from an engine builder. If ordering parts from the manufacturer, please consider assigning a VIN to the order to get priority.

2. #30501 (Denny Renfrow) FC/FF Content Clarification
Thank you for your letter. Please see GCR sections 9.1.1.B.2 through 9.1.1.B.7 for the corresponding construction specifications applicable to cars registered on or after January 1, 1986.

P1
1. #30484 (Johnnie Crean) P1 Stohr rules
Thank you for your letter. Equalizing lap times is contrary to the P1 class philosophy. P1 cars are not built to a formula, and the variety of chassis and engine combinations does not lend itself to the balance of performance adjustments seen in some professional prototype series. P1 cars are therefore subject to balance of power adjustments. The Club Racing Board uses an SCCA-developed Power Factor formula (PF = Weight/Peak HP + Peak Torque/2) to set weight and power parameters and periodically collects on-track data to confirm that cars have similar acceleration rates from roughly 60 to 100 mph, before aerodynamic forces become significant. Competitors may choose the chassis, engine, and tires they wish to race, and the rules allow for the improvement of aerodynamics, suspension design, brakes, and other systems to make the platform more competitive, so it should be not assumed that a manufactured car will be capable of running at the front without modification. Adding performance parts and components may make it more difficult to meet the applicable minimum weight. The burden is on the competitor to weigh the pros and cons and decide whether the benefits of adding such parts and components exceed the penalty of additional weight. Smaller/lighter cars such as the Stohr do not need to develop the same level of downforce or have the same amount of tire on the road as larger/heavier cars such as the DP02 and converted FA cars to be able to compete with those cars.

GCR

1. #29909 (Drew Cattell) Revise Hot-Pull / Tow Truck on Track Procedure
Thank you for your letter. The current rules are adequate as written when properly applied. Emergency Service vehicles should be covered with a white flag when on course. When a tow is underway the tow should be covered by a waving yellow flag. If drivers are not slowing down when approaching the tow, then Race Control may use a safety car and full course yellow to control the field.

Prod General

1. #30289 (DANIEL SNOW) Fiat X1/9 Carburetor Adapter
Thank you for your letter. The current method of adapting an alternate carb to intake manifold is legal to the rules and the vehicles spec line.

STU

1. #30418 (William Goodro) Colorado Region
Thank you for your letter. Your request is compliant with procedures as outlined in GCR.

T1

1. #29192 (Randall Smart) Request to Classify 2008 Audi TT R4 AWD
Multiple attempts have been made to contact letter writer with no response.

2. #29750 (Tim Myers) Post Runoffs Feedback for T1
Thank you for your letter. Please see the response to letter #29842 in current Fastrack.

3. #29842 (Andrew Aquilante) Request to Remove Bodywork Allowances From the Spec Lines Notes.
Thank you for your letter. There have been significant changes to the basic framework of Touring 1. As you've pointed out online, there is concern about a lack of new T1 builds. The recent changes are intended to make it easier to make reliable and competitive T1 cars. We would like to take time for these changes to play out before we make further changes to the class.

4. #29843 (Andrew Aquilante) Re-class/Remove Cars/Spec Lines That Have Not Been Utilized
Thank you for your letter. Please see the response to letter #29842 in current Fastrack.

5. #29844 (Andrew Aquilante) Add Years/Generation to Spec Lines to Help Define the Cars Better
Thank you for your letter. Please see the response to letter #29842 in current Fastrack.

6. #29845 (Andrew Aquilante) Consolidate/Clean up Mustang Engine Options
Thank you for your letter. Please see the response to letter #29842 in current Fastrack.

7. #29846 (Andrew Aquilante) T1-LP - Clean up Corvette /Mustang Spec Lines
Thank you for your letter. Please see the response to letter #29842 in current Fastrack.

8. #29847 (Andrew Aquilante) T1 - LP Add Grand Sport/Z51 to Corvette C7 spec line
Thank you for your letter. Please see the response to letter #29842 in current Fastrack.

9. #29848 (Andrew Aquilante) T1 - LP: Add Performance Pack to 15-17 Mustang Spec Line
Thank you for your letter. Please see the response to letter #29842 in current Fastrack.

10. #29878 (Andrew Aquilante) Add Weight for Using Wing/Splitter With Widened Wheel Arches
Thank you for your letter. Please see the response to letter #29842 in current Fastrack.

11. #30475 (Andrew Aquilante) Where Did Aero and Bodywork Allowances in T1-LP Come From?
Thank you for your letter. After reviewing data from the past few years, it was apparent the T1-LP cars were at a disadvantage going in to 2021. In the survey, we asked: A) if members would prefer to see T1-LP speed up to meet T1-FP, or B) If they'd like to see the 2020 level of T1-LP preparation be the baseline. The survey results indicated that ~70% of competitors would "be interested in less-restricted T1-LP cars and increased speeds." Later in the survey, a majority of members approved of the idea of limited aero allowances. To appease the members opposed to aero, they are allowed to remove weight.

Composite body panels are often less expensive than OE replacement parts. The use of them doesn't change the base weight. We considered specifying aero components, but then you limit the member's ability to build or source their own parts. Specifying GT350 or ZR1 aero only guarantees a high price.

T2-T4
1. #30546 (Coyote Black) Request to class Maserati Granturismo
Thank you for your letter. We would be excited to see this car on the track in T2. If it were classed in T2, it would likely be classed with the following rules- 3400 lbs, no FPR, 295 tires, 18 x 10 wheels, stock brake size. If you are interested in going ahead with the build, please provide the information needed to fill in the remaining portions of the spec line. Also, be sure to request specific allowances for the "notes" section.

T3
1. #30435 (Derek Chan) 13-21 Scion FR-S / Toyota 86 / Subaru BRZ T3
Thank you for your letter. The committee would like to see more data on that car in T3 prior to making an adjustment.

T4
1. #28770 (Jonathan Wickert) Request to classify 1.8 L Chevy Sonic in T4
Thank you for your letter. It is permissible for a B-spec car, conforming to its spec line, to run in T4.

2. #30226 (Angelica Sprehe) Request to combine spec lines
Thank you for your letter. Large amounts of data have been collected on the 86, BRZ, FRS platforms in T4. We have been careful to separate the first and second generations to account for the advantages of the newer car. As displayed on the 2020 Runoffs podium, the 2 spec lines are very close. Combining the spec lines would just create a situation where all of the 2013-2016 cars would need to go out and update to remain competitive. We also don't want T4 competitors to be choosing final drive ratios per track. The goal in T4 is to keep it simple.

As for the wheels- The data shows that the cars are very competitive on 7" wheels. Also, 7 inches is within the 225 tire's recommended rim width range.

Not Recommended
F5
1. #30427 (Eric McRee) Request stepped header design for 600cc motorcycle engines
Thank you for your letter. The Club Racing Board does not recommend this change. No evidence of a need for stepped headers has been provided, nor has comparative dyno data been submitted. Without such information, the Club Racing Board cannot

justify removal of the prohibition of stepped headers, which would almost certainly be perceived as a benefit to cars with 600cc motorcycle engines.

FV

1. #30419 (Bill Dennis) Request splitter definition

Thank you for your letter. The Club Racing Board does not recommend this change. A splitter is commonly understood to be a horizontal, single-plane device, which does not meet the Technical Glossary definition of a wing. The Club Racing Board has seen no evidence of a need to define a splitter in Formula Vee.

P2

1. #30536 (Lucas Joslin) Aluminum Suspension Components in P2

Thank you for your letter. The Club Racing Board does not recommend this change. P2 is intended to be a relatively low cost sports racing class, and certain technologies are restricted to further this goal. While the cost of manufacturing aluminum alloy suspension parts may be somewhat lower now than at the class's inception, revising the rules to allow them would set the standard and create a perception that they are necessary to reach minimum weight and be competitive, which would ultimately raise the cost of participation for all competitors in the class. In addition, the Club Racing Board is not aware of any potential conversion cars that are being excluded from the P2 class by requiring suspension parts such as control arms to be made of steel or ferrous material.

STU

1. #30440 (Jeff Cripe) BMW 2.5 Intake Option

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

T2

1. #29789 (John Paul Jose) Request to Classify Porsche 997.2 GTS for T2

Thank you for your letter. Aerodynamic devices were recently removed from this spec line to correct BOP. We don't recommend this change at this time. The 997.2 C2S bodywork is allowed. We suggest considering using those parts.

T2-T4

1. #29119 (Jake Gordhamer) Request to Classify 2001 Audi S4 V8

Thank you for your letter. Engine swaps between models is not generally accepted in T2-4.

T3

1. #29470 (Griffin Gamcsik-Uly) Request OBD1 S50/M50 Intake Manifold Conv. E36 M3

Thank you for your letter. This is not recommended for the touring classes.

T4

1. #30413 (Derrick Ambrose) Request NB MX5 SM Classification

Thank you for your letter. This isn't suggested 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.

GCR

1. #29894 (PETER VILLAUME) Lithium Battery Usage Sticker
In GCR, Section 9.3.34., add the following:
"*D. Cars using a Lithium Battery must display the green and black Lithium Battery decal near the kill switch.*"

Taken Care Of

HP

1. #30006 (Mike Ogren) 29479 prior letter . HP Volvo
Thank you for your letter. Please see response to letter #29479 in current Fastrack.

T2

1. #29082 (William Moore) 2016- on Camaro T2 Automatic Transmission 2.77 rear gear
Thank you for your letter. Please see changes made in letter #29067 in current Fastrack.

What Do You Think

T2-T4

1. #29428 (Touring Committee) Consider changes to sway bar rules for touring T2-T4
The Touring committee is considering making a change to the sway bar philosophy in T2, T3 and T4 for the 2022 racing season. Currently aftermarket sway bars are only allowed on a case-by-case basis on individual spec lines. We are considering allowing aftermarket sway bars on all touring cars in the category rules. Please write in to provide input, thank you.

RESUMES

None.

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DATE: April 20, 2021
NUMBER: TB 21-05
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 5/1/2021. 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.

Electric Vehicle
None.

Formula/Sports Racing
FA
1. #30447 (Formula/Sports Racing Committee) Correct engine name in Swift 016 2.3 liter spec line
In FA Table 2, Swift 016 2.3 liter spec line, change the engine name as follows:
"2.3 liter Mazda *MZR/Ford* Duratec"

2. #30448 (Formula/Sports Racing Committee) Correct engine name in Swift 016 2.5 liter spec line
In FA Table 2, Swift 016 2.5 liter spec line, change the engine name as follows:
"2.5 *liter* Mazda *MZR/Ford Duratec*"

3. #30456 (Formula/Sports Racing Committee) Revise Table 1 Spec Lines and clarify application of Engine Notes
In FA Table 1, remove Spec Lines E, F, G, and H and change the remaining spec lines and engine notes as follows:

Table 1

FA Spec Line	Engine Series	Max. Displ. (cc)	Max. Valves/ Cyl.	Notes	Req'd Restrictor	Min. Weight (lbs)
A.	Toyota 4A-GE	1615	4		n/a	1175
B.	Toyota 4A-GE	1800	4		n/a	1205
C.	Ford BD Series	1615	4	Any BD series iron or alloy cylinder block and alternate crankshaft permitted.	n/a	1175
D.	~~Ford Duratec/ Mazda MZR~~ *Honda B16*	~~2500~~ *1615*	4		~~29mm SIR~~ *n/a*	~~1400~~ *1175*
~~E.~~	~~Mazda 12A Streetport Rotary~~	~~n/a~~	~~n/a~~	~~No peripheral port or bridgeport~~	~~n/a~~	~~1230~~
~~F.~~	~~Mazda 12A Rotary~~	~~n/a~~	~~n/a~~	~~Bridgeport. One (1) auto-type 2 bbl carb or one (1) 2 bbl throttle body. Restrictors/ venturis shall be no more than 4 inches from the center line of the throttle~~	~~41mm~~	~~1230~~

				~~butterfly shaft. All intake air shall pass through the required restrictors and the throttle body or carburetor body. Intake manifold for either carburetion or injection shall have individual runners connecting one throttle plate to one rotor, only. No balance tubes or other device shall connect runners between rotors.~~		
~~G.~~	~~Mazda 13B Streetport Rotary~~	~~n/a~~	~~n/a~~	~~One (1) 2-bbl auto-type carb or throttle body. Intake manifold shall have individual runners connecting one throttle plate/butterfly to one rotor, only. No balance tubes or other devices shall connect runners between rotors.~~	~~44mm~~	~~1230~~
~~H.~~	~~Mazda 13B Rotary~~	~~NA~~	~~NA~~	~~Peripheral Port~~	~~36mm SIR~~	~~1230~~
~~I.~~*E.*	~~Ford Duratec/~~ Mazda MZR/ *Ford Duratec*	1615	4	2.0L engine destroked to 1615cc	n/a	1175
~~J.~~*F.*	~~Ford Duratec/~~ Mazda MZR/ *Ford Duratec*	2296	4	Maximum compression permitted 14.0:1	30mm SIR	1375
~~K.~~*G.*	~~Honda B16~~ *Mazda MZR/ Ford Duratec*	~~1615~~ *2500*	4		~~n/a~~ *29mm SIR*	~~1175~~ *1400*

Engine Notes
(*Notes* ~~only~~ apply *only* to *Purpose built and Ex-Pro Atlantic cars spec line in* Table ~~1~~2)
Note 1: Add 25 lbs for sequential transmission.
Note 2: Add 25 lbs for fuel injection.
Note 3: Add 25 lbs for non-metallic chassis.

FX

1. #30460 (Formula/Sports Racing Committee) Classify the 2000-2009 Formula Renault 2.0 / Fran-Am 2000
TB: In FX, GCR section 9.1.1.J.B, add the following:
"*9. 2000-2009 Formula Renault 2.0 / Fran-Am 2000 - Shall comply with notes in Table 1.*"

In FX Table 1, classify the 2000-2009 Formula Renault 2.0 / Fran-Am 2000 as follows:

Table 1

Car	Engine	Wheel Width (in) ± .060	Aero	Transmission	Weight	Notes
Formula Renault 2.0 (00-09)/ Fran-Am 2000	*2.0 Liter Renault F4R 832*	*(F) 8 (R) 10*	*See notes*	*See notes*	*1250*	*Engine must remain sealed. Car must comply with Formula Renault 2.0 technical regulations and specifications found here: https://www.scca.com/pages/technical-forms-and-downloads. No part of the car may be altered from original Formula Renault 2.0 components, except for necessary repairs that do not affect performance. The CRB may require a Flat Plate Intake Restrictor or reclassify the car at any time.*

Please see attachment – Formula Renault 2.0 (2000-2009)

In FA Table 2, remove the Ex-Fran-Am 2000 spec line in its entirety.

P1

1. #30458 (Formula/Sports Racing Committee) E&O tonneau cover provision in cockpit opening section
In P1, GCR section 9.1.8.C.C.6.c, make changes as follows:
"Allowed equipment would include batteries, ballast, fire bottles, data recording devices, and cool suit equipment, ~~providing~~*provided* such equipment is securely attached to the car. ~~Tonneau covers are allowed in order to meet minimum dimensions.~~"

2. #30498 (Formula/Sports Racing Committee) Update Spec Line B Notes
In P1 Engine Table, Spec Line B, change the notes as follows:
"Staudacher cars ~~homologated before 1-1-2014 using 1005cc~~ may run 38.5mm flat plate intake restrictor at 950 lbs. min. ~~weight~~*wt*."

3. #30499 (Formula/Sports Racing Committee) Update Spec Lines C and G notes
In P1 Engine Table, Spec Line C, change the notes as follows:
"~~May run without intake restrictor~~*FPIR not required* at 1150 lbs. min. ~~weight~~*wt*. ~~Up to~~ 1355cc *max.* may run without ~~intake restrictor~~*FPIR* at 1075 lbs. min. ~~weight~~ *wt*."

In P1 Engine table, Spec Line G, change the notes as follows:
"~~Up to~~ 2000cc *max.* may run ~~with intake restrictor~~*30mm SIR* at 1400 lbs. min. ~~weight~~*wt*. ~~Up to~~ 2300cc *max.* may run ~~with intake restrictor~~*30mm SIR* at 1445 lbs. min. ~~weight~~*wt*."

4. #30559 (Formula/Sports Racing Committee) E&O Maximum Valves Per Cylinder
In P1 Engine Table, Spec Line B, change the maximum valves per cylinder section as follows:
"~~NA~~ *4*"

In P1 Engine Table, Spec Line C, change the maximum valves per cylinder section as follows:
"~~NA~~ *4*"

In P1 Engine Table, Spec Line D, change the maximum valves per cylinder section as follows:
"~~NA~~ *4*"

P2

1. #30459 (Formula/Sports Racing Committee) E&O tonneau cover provision in cockpit opening section
In P2, GCR section 9.1.8.D.D.7.c, make changes as follows:
"Allowed equipment would include batteries, ballast, fire bottles, data recording devices, and cool suit equipment, ~~providing~~*provided* such equipment is securely attached to the car. ~~Tonneau covers are allowed in order to meet minimum dimensions.~~"

2. #30468 (Formula/Sports Racing Committee) Remove effective dates in Table 1
In P2 Table 1, AMAC, Asteck, Cheetah, Decker, Fox, LeGrand, Converted F5 spec line, change as follows:
"~~Effective 01/01/2021~~"

In P2 Table 1, AMAC-AM5, Fox-2-Seater, Zephyrus, Decker 1/2 spec line, change as follows:
"~~Effective 01/01/2021~~"

In P2 Table 1, FIA Group CN non-composite chassis spec line, change as follows:
"~~Effective 01/01/2021~~"

3. #30560 (Formula/Sports Racing Committee) E&O Maximum Valves Per Cylinder
In P2 Engine Table, Spec Line B.1, add the maximum valves per cylinder as follows:
"*4*"

In P2 Engine Table, Spec Line B.2, add the maximum valves per cylinder as follows:
"*4*"

In P2 Engine Table, Spec Line B.3, add the maximum valves per cylinder as follows:
"*4*"

GCR

1. #30430 (Eric Heinrich) Hardship vs Warm Up Laps
In GCR, Appendix F. Technical Glossary, add the following:
"*Hardship Lap – The driver does not take a complete lap. The driver enters the track at Pit Out and exits the track at Pit In without making a complete lap.*"

"*Warmup Session – A warmup session is a time certain session of laps that are intended to allow drivers to test their vehicles prior to race sessions.*"

General
None.

Grand Touring
GT3
1. #30455 (Michael Heintzman) Mazda MZR 2.0L Engine
In GT3 Engines - MAZDA, MZR DOHC 87.38, change Fuel Induction as follows:
"~~31~~*32*"

2. #30570 (Grand Touring Committee) Disfranchised GT3 Mazda, correct choke size
In GT3 Engines - MAZDA, Renesis Bridgeport, change Fuel Induction as follows:
"44*2*mm"

In GT3 Engines - MAZDA, 13B Bridgeport, change Fuel Induction as follows:
"44*2*mm"

Improved Touring
None.

Legends Car
None.

Production
EP
1. #30503 (Josh Smith) NC MX-5 year range correction E&O
In EP Spec Lines, Mazda MX-5 (06-14) change as follows:
"(06-145)"

HP
1. #29479 (Mike Ogren) Volvo 142 spec line complete.
In HP Spec Lines, delete the existing Volvo 142/142E P-1800 Engine spec line entirely, and classify Volvo 142/142E:

HP	Prep. Level	Weight (lbs)	Engine Type	Bore x Stroke mm/(in.)	Displ. cc/ (ci) (nominal)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/ (in.)	Carb. No. & Type	Wheel-base mm/(in.)	Track (F/R) mm/(in.)
Volvo 142 / 142E	*2*	*2450 * 2511 ** 2573*	*4 cyl OHV*	*88.9 x 80.0 (3.50 x 3.15)*	*1989 (121.1)*	*Iron*	*Iron*	*(I) 44.0 (1.73) (E) 32.9 (1.38)*	*Fuel injection.*	*2616 (103.0)*	*1415 / 1415 (55.7 / 55.7)*

Wheels (max)	Trans. Speeds (max)	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Fuel Injected Equipped Throttle Body Inside Diameter (mm) +/- .25mm	Notes:
15x7	*5*	*(F) 272 (10.7) Disc (R) 295 (11.6) Disc*		*Stock throttle body I.D.*	*Comp. Ratio limited to 11.0:1. Valve lift limited to .425".*

2. #29790 (David Boles) Request to Classify 93-98 Volkswagen Golf to HP
In HP Spec Lines, classify Volkswagen Golf III / Jetta III (93-98):

HP	Prep. Level	Weight (lbs)	Engine Type	Bore x Stroke mm/(in.)	Displ. cc/ (ci) (nominal)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/ (in.)	Carb. No. & Type	Wheel-base mm/(in.)	Track (F/R) mm/(in.)
Volkswagen Golf III / Jetta III (93-98)	*2*	*2325 * 2383 ** 2441*	*4 cyl SOHC*	*82.5 x 92.3 (3.25 x 3.63)*	*1984 (121.1)*	*Iron*	*Alum*	*(I) 39.5 (1.56) (E) 32.9 (1.30)*	*Fuel injection.*	*2471 (97.3)*	*1585 / 1567 (62.4 / 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:
15x7	*5*	*(F) 257 (10.1) Disc (R) 227 (8.9) Disc or 200 (7.9) Drum*		*Stock throttle body I.D.*	*Comp. Ratio limited to 11.0:1. Valve lift limited to .425". Can use the stock fuel tank if stock rear bumper and bumper support structure is retained.*

3. #30132 (Hayes Lewis) Appeal of Request to Move Porsche 924 to HP
In HP Spec Lines, classify Porsche 924 (76-84):

HP	Prep. Level	Weight (lbs)	Engine Type	Bore x Stroke mm/(in.)	Displ. cc/ (ci) (nominal)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/ (in.)	Carb. No. & Type	Wheel-base mm/(in.)	Track (F/R) mm/(in.)
Porsche 924 (76-84)	*2*	*2400 * 2460 ** 2520*	*4 cyl SOHC*	*86.5 x 84.4 (3.41 x 3.32)*	*1984 (121.1)*	*Iron*	*Alum*	*(I) 40.0 (1.57) (E) 33.0 (1.30)*	*Fuel injection.*	*2400 (94.5)*	*1420 / 1392 (55.9 / 54.8)*

Wheels (max)	Trans. Speeds (max)	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Fuel Injected Equipped Throttle Body Inside Diameter (mm) +/- .25mm	Notes:
15x7	*5*	*(F) 282 (11.1) Vented Disc (R) 290 (11.4) Solid Disc*		*Stock throttle body I.D.*	*Comp. Ratio limited to 11.0:1. Valve lift limited to .425". Can use the stock fuel tank if stock rear bumper and bumper support structure is retained.*

Prod General

1. #30350 (David Reiter) Change Classification of 84-87 Mazda 626 from FP to HP
In HP Spec Lines, classify Mazda 626 (84-87):

HP	Prep. Level	Weight (lbs)	Engine Type	Bore x Stroke mm/(in.)	Displ. cc/ (ci) (nominal)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/ (in.)	Carb. No. & Type	Wheel-base mm/(in.)	Track (F/R) mm/(in.)
Mazda 626 (84-87)	*2*	*2300 * 2358 ** 2415*	*4 cyl SOHC*	*86.0 x 86.0 (3.39 x 3.39)*	*1998 (121.9)*	*Iron*	*Alum*	*(I) 44.0 (1.73) (E) 36.0 (1.42)*	*(2) Auto-type sidedraft w/32mm choke(s) on I.R. manifold, of fuel injection.*	*2510 (98.8)*	*1537 / 1532 (60.5 / 60.3)*

Wheels (max)	Trans. Speeds (max)	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Fuel Injected Equipped Throttle Body Inside Diameter (mm) +/- .25mm	Notes:
15x7	*5*	*(F) 254 (10.0) Solid Disc (R) 231 (9.1)Drum*		*Stock throttle body I.D.*	*Comp. Ratio limited to 11.0:1, Valve lift limited to .425".*

2. #30423 (Daniel Snow) Fiat X1/9 brake rotors
In FP Spec Line, Fiat X-1/9 & Bertone 1300, change Brakes Alt. as follows:
"(F&R) *257 (*10.~~0~~*1)* x *12 (*.~~40~~*7) Solid* Disc (Lancia*/Fiat*)"

In FP Spec Line, Fiat X-1/9 & Bertone, change Brakes Alt. as follows:
"(F&R) ~~Lancia~~ *257 (*~~9.875~~*10.1)* x *12 (*.~~40~~*7) Solid* Disc *(Lancia/Fiat)*"

Spec Miata
None.

Super Touring
STL
1. #30183 (Tim DeRonne) Solstice Ride Height
In STL Table B, Pontiac Solstice/SaturnSky, add to notes as follows:
"*4" ride height allowed.*"

2. #30420 (Derrick Ambrose) Request Mazda B5 DOHC
In STL Table A, classify Mazda B5 DOHC as follows:

STL	Maximum Displacement (cc's)	Minimum Weight	Notes
Mazda B5 DOHC		*Chart*	*Must meet ALL STL regulations.*

3. #30531 (Club Racing Board) Honda B16A (JDM) Restrictor change
In STL Table B, Honda B16A (JDM), change notes as follows:
"~~54~~*53*mm"

STU
1. #30375 (David Mead) Request for Fender Flare Clarification
In STU, section 9.1.4.1.A.4., change as follows:
"*The exterior contour of all wheel openings* ~~Fenders~~ may be flared ~~up to~~*a maximum of* 2" ~~per corner~~ with a ~~total~~ *1%* weight penalty ~~of 1%. The flare must maintain the OEM profile and appearance, seamlessly around the wheel arch. Material may be added or removed as necessary to create flare.~~*The fender/wheel opening or any other part of the body forming the wheel opening, when viewed from the top perpendicular to the ground, must cover the portion of the tire that contacts the ground while the car is at rest. The flaring of the exterior contour of any wheel openings may not alter the basic body configuration or change the wheel opening size, location or shape when viewed from the side.*"

Touring
T1
1. #30443 (Bill Baten) Request For Reduction in Weight/Penalties for Camaro
In T1 Spec Lines, Cadillac CTS/CTS-V Chevrolet Camaro w/6162 Displacement, change Min. Weight as follows
"35~~50~~*00*"

2. #30596 (Touring Committee) Fix dry sump Contradictions in T1-LP vs T2
In T1-LP Spec Lines, Chevrolet Corvette C-5 Incl. Fxd. Cpe (98-04) Z06 (hardtop) (01-04), change Notes as follows:
"*ARE dry sump kit #3021S, Aviad dry sump kit #008-10001 or* Dailey dry sump kit ~~permitted:~~ *#*20-02-0666-assy permitted~~.~~04 90 2371. Leaf spring suspension may be converted to conventional coil over suspension in T1 only."

In T1-LP Spec Lines, Chevrolet Corvette C6 Coupe (05-10) Grand Sport (10-13), change Notes as follows:
"*ARE dry sump kit #3021S, Aviad dry sump kit #008-10001 or Dailey dry sump kit permitted: #20-02-0666-assy permitted*~~, Dailey dry sump kit permitted: 20-02-0666-assy,04 90 2371~~. Leaf spring suspension may be converted to conventional coilover suspension in T1 only."

In T1-LP Spec Lines, Chevrolet Corvette Z06 (06-13), change Notes as follows:
"*ARE dry sump kit #3021S, Aviad dry sump kit #008-10001 or Dailey dry sump kit permitted: #20-02-0666-assy permitted*~~, Dailey dry sump kit permitted: 20-02-0666-assy,04 90 2371~~. Leaf spring suspension may be converted to conventional coilover suspension in T1 only."

T2
1. #29046 (Steven Glaab) C5/6 Corvette in T1, T1-LP and T2 Dry Sump Standardization
In T2 Spec Lines, Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04), add to notes as follows:
"OEM or equivalent carbon fiber hood is allowed. ARE dry sump kit #3021S, *Dailey 20-02-0666* or Aviad dry sump kit #008-10001 allowed."

In T2 Spec Lines, Chevrolet Corvette C6 Coupe / Grand Sport (05-13), add to notes as follows:
"Trimming of the lower edge of the center of the air dam is allowed up to a depth of 3.9 cm. *Dailey Dry Sump #20-02-0666 permitted,* ARE dry sump system part #3021 S permitted;"

In T2 Spec Lines, Chevrolet Corvette Z06 (06-12), add to notes as follows:
"Trimming of the lower edge of the center of the air dam is allowed up to a depth of 3.9 cm. *Dailey Dry Sump #20-02-0666 permitted,* ARE dry sump system part #3021 S permitted;"

2. #29067 (William Moore) Request for Chevrolet Camaro 1LE (2016-) Auto Trans
In T2 Spec Lines, Chevrolet Camaro, 1LE (2016-), change as follows:
Gear Ratios:
"*Auto - 4.70, 2.99, 2.15, 1.80, 1.52, 1.28, 1.00, .85, .69, .64*"

Final Drive:
"*Manual -* 3.73
Auto - 2.77"

3. #29429 (Ryan Szyjakowski) Request E46 M3 Minimum Competition Weight
In T2 Spec Lines, BMW M3 (01-06), change Weight as follows:
"~~3100~~*3000*"

4. #29736 (William J. Moore) Request to add 2015 to Chevrolet Camaro SS/1LE 2010-2014
In T2 Spec Lines, Chevrolet Camaro SS/1LE (10-14), change as follows:
"(10-14*5*)"

T3

1. #30093 (Kelly Peebles) Requesting Variance on Hardtop
In T3 Spec Lines, Porsche Boxster/ Boxster S (00-04), add to Notes as follows:
"*Any OEM or aftermarket hardtop permitted that retains the OEM roof silhouette.*"

2. #30154 (Derrick Ambrose) 07-09 and 10-13 Mazdaspeed 3 Fuel Pump
In T3 Spec Lines, Mazda Mazdaspeed3 (07-09) add to Notes as follows:
"*CorkSport part# Gen-6-999-10 or Autotech 10-127-100K allowed.*"

In T3 Spec Lines, Mazda Mazdaspeed3 (10-13) add to Notes as follows:
"*CorkSport part# Gen-6-999-10 or Autotech 10-127-100K allowed.*"

T4

1. #30478 (David Oliveira) Mini Cooper Spec Line Anomalies
In T4 Spec Lines, Mini Cooper S (02-04), change Notes as follows:
"~~The following items must remain stock: shock/struts (including mounts), original wheels, and transmissiondifferential - unless specified below. JCW struts (F)31 31 6 768 410 (R)33 52 6 768 412,springs (F)31 33 6 768 415 (R)33 53 6 768 418, and Mini Mania strut tower plate NMS7300permitted. Factory limited slip from 05-06 Cooper S permitted. May de-camber wheels by the useof slotted adjusters at the top of the strut mounting plates. They shall be located on the existing chassis structure, utilizing the manufacturers original bolt holes and may not serve as reinforcement for that structure.~~*Convertible model not allowed.* Any spring up to a maximum spring rate of 500 lbs. front and 800 lbs. rear may be used."

In T4 Spec Lines, Mini Cooper S (05-06), change Notes as follows:
"~~The following items must remain stock: shock/struts (including mounts), original wheels, and transmission differential - unless specified below.~~ Convertible model not allowed. ~~Factory optional limited slip differential allowed. JCW struts (F)31 31 6 768 410 (R)33 52 6 768 412, springs (F)31 33 6768 415 (R)33 53 6 768 418. May de-camber wheels by the use of slotted adjusters at the top of the strut mounting plates. They shall be located on the existing chassis structure, utilizing the manufacturers original bolt holes and may not serve as reinforcement for that structure.~~ Any spring up to a maximum spring rate of 500 lbs. front and 800 lbs. rear may be used."

In T4 Spec Lines, Mini Cooper S (07-09), change as follows:
"(07-~~09~~*13*)"

Gear Ratios:
"~~overall:12.79,7.79, 5.65,4.62, 3.83,3.13~~ *3.31, 2.13, 1.48, 1.14, 0.95, 0.82*"

Final Drive:
"~~N/A~~*3.65*"

Brakes (mm):
"~~277~~*280*"

2. #30562 (Scotty B White) Request CAI Mustang in T4
In T4 Spec Lines, Ford Mustang V6 (05-10), add to Notes as follows:
"*Cold Air Intake allowed.*"

Fastrack news official SCCA member notification
EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

CLUB RACING BOARD MINUTES | May 4, 2021
The Club Racing Board met by teleconference on April 6, 2021. Participating were Peter Keane, Chairman; David Arken, David Daughtery, Jim Goughary, John LaRue, Paula Hawthorne, Sam Henry, Tom Start and Shelly Pritchett, secretary. Also participating were: Bob Dowie, Chris Albin, and Dayle Frame, 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
FC
1. #30732 (Club Racing Board) Formula Continental Spec Tire Implementation
The following is from the December 14, 2020 board minutes to approve the FC tire. It did not make it into the May GCR, but is an approved rule, effective May 1, 2021. It will be corrected in the June 2021 GCR.
https://www.scca.com/downloads/56262-ma-21-02-fc-spec-tire-implementation/download
SUBJECT: Formula Continental Spec Tire Implementation

The following is from the December 14, 2020 board minutes to approve the FC tire. It did not make it into the May GCR, but is an approved rule, effective May 1, 2021. It will be corrected in the June 2021 GCR.

In GCR, section 9.1.1.B.10. add as follows:

Effective 5-1-2021
"g. FC shall be limited to the following tires (front tires may not be used as rears): Dry:
Front – Hoosier 20.5 x 7.0 – 13 60A compound - Part Number TBD Rear – Hoosier 22.5 x 8.0 – 13 60A compound – Part Number TBD Wet:
Front – Hoosier 20.5 x 7.0 – 13 W3- Part Number TBD Rear – Hoosier 22.5 x 8.0 – 13 W3 – Part Number TBD
h. FC shall be permitted a maximum of four (4) dry tires and four (4) wet tires for all Regional, Major and Super Tour events; eight (8) dry tires and eight (8) wet tires for Runoffs. This rule shall be effective beginning with the first (1st) qualifying session of the event. It is the responsibility of the competitor to ensure that their tires are declared, marked and logged by Tech in advance of their on-track session(s).

1. *Use of an undeclared tire shall automatically result in all times being disallowed in that session or finishing position in that race.*

2. *If a tire is damaged during a qualifying session or a race the competitor may replace the damaged tire with a used tire upon approval by the Chief Steward without loss of time or finishing position. Second or subsequent damaged tires may similarly be replaced upon approval by the Chief Steward, however such shall result in the loss of grid position in the subsequent race or session; the competitor shall start at the back of the grid. "*

SM

1. #30727 (Spec Miata Committee) VVT Reluctor Wheel Location

In SM, 01-05, add reluctor wheel location to the Camshaft Profile Data document as follows:

SCCA Sports Car Club of America

Camshaft Profile Data

VEHICLE: 01-05 Mazda Miata

Lobe(s): Intake

LIFT	DUR.	OPEN	CLOSE	AREA
0.020	226.81	12.96 BTDC	33.84 ABDC	26.42
0.030	218.60	9.09 BTDC	29.51 ABDC	26.32
0.040	212.75	6.25 BTDC	26.50 ABDC	26.22
0.050	207.82	3.81 BTDC	24.00 ABDC	26.05
0.060	203.23	1.52 BTDC	21.71 ABDC	25.98
0.070	198.69	0.76 ATDC	19.45 ABDC	25.83
0.080	194.16	3.03 ATDC	17.18 ABDC	25.66
0.090	189.64	5.29 ATDC	14.92 ABDC	25.47
0.100	185.16	7.54 ATDC	12.70 ABDC	25.26
0.150	162.74	18.78 ATDC	1.52 ABDC	23.86
0.200	140.26	30.02 ATDC	9.72 BBDC	21.89
0.250	116.96	41.70 ATDC	21.34 BBDC	19.26
0.300	88.91	55.81 ATDC	35.28 BBDC	15.39
0.350	46.96	76.92 ATDC	56.12 BBDC	8.52
0.369	--- PEAK CAM LIFT ---			

Lobe(s): Exhaust

LIFT	DUR.	OPEN	CLOSE	AREA
0.020	233.13	35.67 BBDC	17.46 ATDC	26.01
0.030	222.30	30.90 BBDC	11.40 ATDC	25.88
0.040	215.79	27.76 BBDC	8.04 ATDC	25.72
0.050	210.69	25.25 BBDC	5.43 ATDC	25.65
0.060	206.06	22.95 BBDC	3.11 ATDC	25.52
0.070	201.54	20.69 BBDC	0.85 ATDC	25.38
0.080	197.04	18.44 BBDC	1.40 BTDC	25.21
0.090	192.53	16.18 BBDC	3.65 BTDC	25.02
0.100	188.03	13.93 BBDC	5.90 BTDC	24.70
0.150	165.61	2.71 BBDC	17.10 BTDC	23.40
0.200	142.71	8.80 ABDC	28.49 BTDC	21.39
0.250	116.27	22.16 ABDC	41.56 BTDC	18.41
0.300	82.10	39.43 ABDC	58.47 BTDC	13.69
0.348	--- PEAK CAM LIFT ---			

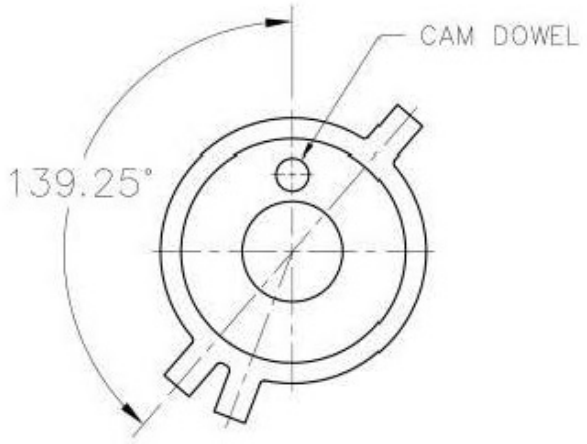
Dowel Pin location:

	Cylinder 1 lobes	Cylinder 2 lobes	Cylinder 3 lobes	Cylinder 4 lobes
Intake	86.0 degrees BTDC	4.0 degrees ATDC	4.0 degrees ABDC	86.0 degrees BTDC
Exhaust	80.0 degrees ATDC	10.0 degrees BBDC	10.0 degrees BTDC	80.0 degrees ABDC

Base Circle Radius:

	Minimum	Maximum
Intake	1.402 inches	1.419 inches
Exhaust	1.408 inches	1.425 inches

Reluctor Wheel Location	139.25 degrees



Tolerances:

Duration at the seat (0.0" - 0.02")	2.5 degrees
Duration on flank (0.021" lift – 0.1" before max. lift)	1.5 degrees
Duration over nose	3.5 degrees
Peak lift	0.003 inches
Dowel pin location	2.0 degrees
Reluctor Wheel to Dowel Pin	1.5 degrees

Date Issued: 6/16/06 **Revision #:** 4 **Revision Date:** 5/11/21

SPORTS CAR CLUB OF AMERICA, INC
PO Box 19400, Topeka, KS 66619-0400
(800) 770-2055 Fax (785) 232-7214 www.scca.com

No Action Required

AS

1. #30241 (Drew Cattell) Request RP CTS-V weight error correction
Thank you for your letter. We have been reviewing weight specifications for the entire class and will be making adjustments for the remainder of the 2021 season.

2. #30255 (Jay Pistana) Limited Prep Slower than Full Prep, Try Again
Thank you for your letter. It is always greatly appreciated. We have discussed options for the 2021 season and weight adjustments are being pursued. Continued discussion for 2022 is occurring.

3. #30256 (Jay Pistana) Request to reduce weight of Limited Prep Cars
Thank you for your letter. We have reviewed the weights of all the cars in the class and will be making adjustments for the remainder of the 2021 season.

4. #30281 (Kyle Jones) Support Recommended Item #29669 Transmission Gear Ratio CP
Thank you for your letter. Currently the close ratio transmissions are on hold along with the rev limiter for various reasons. We continue to discuss these issues and your input is appreciated. Thank you again for that input and future thoughts.

5. #30400 (Tim White) 13
Thank you for your letter. Brake rotor size and weight is a discussion on most Adhoc committee calls. the cost and availability, versus performance capability is debated and reviewed. I am sure we will continue the discussions. At this point we are continuing without a weight penalty, but will continue to review the performance of all brake packages on AS cars.

GT General

1. #30593 (Nathan McBride) Request aftermarket ECU allowance
Thank you for your letter. All GT2 and ST cars with the exception of various GT2 "spec" classifications can already have an ECU of their choice!

HP

1. #30623 (Jason Stine) Significant Opposition to 2L Cars in HP
Thank you for your letter. These recent additions to HP have been in FP for years, and despite several attempts at adjustments to improve their classifications, they have remained vastly uncompetitive. They simply cannot achieve a reasonable power-to-weight ratio for FP, given the weight of their chassis', the limitations of their stock engine and induction designs, and the Prep Level 2 rules. Through careful consideration of those limitations and their known performance capabilities within their FP and ITB classifications, and through an addition of weight and a reduction in Prep Level 2 compression and cam allowances as they moved from FP to HP, it is believed that these cars will now fit and race well in the existing realm of HP. As they get built, developed, and raced in HP, their performance will be closely monitored, and adjustments will be made if warranted.

Prod General

1. #30635 (Joe Camilleri) Clarification of New Brake Allowances
Thank you for your letter. By fitting a vented rotor where a solid rotor existed originally, this would be considered the use of a "non-stock-size brake rotor", and be subject to the 2% "non-stock brakes" weight penalty.

T2-T4

1. #30602 (Brett Mars) Global MX5 Cup
Thank you for your letter. The Global MX5 is a spec-line car, meaning that it is allowed to run the items as allowed in the class that it was built for. For this car, it is allowed many other things that are not normally allowed in T3. Data results show that the current configuration is competitive.

Not Recommended

AS

1. #30236 (Drew Cattell) Request headers for RP CTS-V
Thanks for your letter. At this time the committee feels the expense and variety of headers is contrary to the restricted preparation philosophy. We are continuously reviewing the balance of performance and making adjustments.

2. #30237 (Drew Cattell) Request to remove redundant engine compression limit RP engines
Thank you for your letter. The Committee is reviewing the specification details and will adjust as necessary.

3. #30238 (Drew Cattell) Request to allow any replacement fuel injector on RP CTS-V
Thank you for the letter. We reviewed the availability of OEM injectors. in order to maintain the restricted prep philosophy, we feel maintaining OEM parts is still viable. Please let know if you find differently in the future. submit a letter or contact one of your committee representatives.

4. #30239 (Drew Cattell) Request to allow GM ASA camshaft Part # 91088958770 for RP CTS-V
Thank you for your letter. We discussed different cam options for the LS6 and LS2 in the CTSV. Continued Balance of performance is being discussed for the 2022 season. For 2021 weight adjustments are being applied to help minimize overall performance capability.

5. #30240 (Drew Cattell) Request to allow Air Filter Kit for RP CTS-V
Thanks for your letter. We are reviewing the balance of performance and making weight adjustments for 2021 and discussing options for 2022.

6. #30320 (David Mead) Ride height change for AS
Thank you for your letter. Ride height restrictions changes are being considered, as newer cars are being added to the class. In most cases the adjustments will be made on individual specification lines. If a specific vehicle needs consideration based on your knowledge please contact an Adhoc representative or provide a letter stating the particular vehicle that needs consideration.

7. #30321 (Scott Marcero) RP Mustang Spec Line Transmission
Thank you for your letter. Currently the Tremec TUET11010 is available for the restricted preparation Mustangs. The understanding of the Adhoc Committee is this transmission contains the synchronizer components of the TR6060. Please contact an Adhoc representative if you have different information.

8. #30365 (Drew Cattell) Brake Change Request
Thank you for your letter. The implementation of ABS on AS cars has been discussed. Currently there is only one car that is allowed to compete with ABS in American Sedan. We feel the Spirit of the class is non ABS. we will continue to discuss this but currently we are limiting the cars that ABS is permitted.

9. #30449 (Brian Himes) Request rear gear ratio limit
Thank you for your letter. We have reviewed this option as a way to limit engine RPM. We feel the best way to limit max RPM is to directly state RPM limits within the rules. We are considering ways to implement an RPM limit for 2022 as a method of reducing powertrain costs.

B-Spec

1. #30025 (B-Spec Committee) Revision of engine rebuild/refresh/remanufacturing spec line item
Thank you for the letter. The intent of the existing rules is that any repair must be done ONLY to put the engine back in OEM new condition. Any component repair must follow OEM service manual with OEM parts (or equivalent).

2. #30134 (John Burrows) Allowed Sway bar Mazda and Ford
Thank you for your letter. After discussion with the current part supplier it appears that parts are available again. We do not see the need to have multiple parts that would have people spending money and time evaluating. The intent of the class is to have 1 recipe per car whenever possible.

3. #30381 (B-Spec Committee) Limiting positioning of weight ballast
Thank you for your letter. Based on our discussion we do not want to specify where any ballast should be placed for all vehicles. The definition of "ballast" is not enforceable. However, future BOP changes that add weight might specify the location for that additional weight to make for a consistent impact on BOP.

4. #30446 (James Rogerson) Request Additional Shock Package
Thank you for your letter. The intent of the class is to have as little variation and development as necessary on each spec line. The committee debated and picked the Bilstein kit as the generic option and since it is still widely available we see no need to add the KW as an alternative at this time.

5. #30511 (David Daughtery) Mini Ride Height
Thank you for your letter. The data from so far this year suggests the BOP is adequate as is. No changes are recommended at this time.

6. #30512 (David Daughtery) 2011-13 Mini Restrictor
Thank you for your letter. The data from so far this year suggests the BOP is adequate as is. No changes are recommended at this time.

7. #30513 (David Daughtery) Ford Fiesta Adjustment Request
Thank you for your letter. The data from so far this year suggests the BOP is adequate as is. No changes are recommended at this time.

8. #30514 (David Daughtery) Honda Fit Restrictor
Thank you for your letter. The data from so far this year suggests the BOP is adequate as is. No changes are recommended at this time.

9. #30515 (David Daughtery) Sonic Restrictor
Thank you for your letter. The data from so far this year suggests the BOP is adequate as is. No changes are recommended at this time.

10. #30516 (David Daughtery) Fiesta and Sonic Sedan Weight and Restrictor
Thank you for your letter. The data from so far this year suggests the BOP is adequate as is. No changes are recommended at this time.

11. #30526 (Dan Hardison) Request to Add Cold Air Intake for 2009-2012 Honda Fit
Thank you for your letter. The data from so far this year suggests the BOP is adequate as is. No changes are recommended at this time.

12. #30529 (Robert Piekarczyk) Request Weight Reduction to 2009-2012 Honda Fit
Thank you for your letter. The data from so far this year suggests the BOP is adequate as is. No changes are recommended at this time.

13. #30533 (Dan Hardison) Request for 09-12 Honda Fit Weight Adjustment (B-Spec)
Thank you for your letter. The data from so far this year suggests the BOP is adequate as is. No changes are recommended at this time.

14. #30586 (B-Spec Committee) Rear trailing arm shaving of material to fit
Thank you for your letter. Allowing modification of the rear trailing arms is specifically against the intent of the class. Mini's have been in this class from the beginning with no note needed. No change is suggested at this time.

15. #30594 (Nicholas Carl) Request Kia Rio & Hyundai Accent restrictor clarification
Thank you for your letter and supplying data. The committee discussed this spec line and we are waiting for performance data on this car to take further action. The dyno data provided is the same as the data we used for the BOP. It is from an "untuned" engine with the stock redline. We were under the impression for years that the Mini was not able to be tuned and then "surprised" when a tune impacted the BOP. After we get some data from the performance of the car changes will be considered. Evidence of what the now available tune does (or doesn't do) to the engine would also be helpful.

EP
1. #30660 (Anthony (Coyote Black) Request for BOP Adjustments for Acura Integra
Thank you for your letter. The allowances that are being requested are all outside the philosophy of Prep Level 2. It is also believed that this classification can become competitive as classified, if fully built to the extent of the rules, and continued development.

FP
1. #30502 (Jonathan Spiegel) Request to allow carburetor option on 94-01 Acura Integra
Thank you for your letter. This allowance is not recommended, as this car is competitive as classed with its fuel injection. It has been the recent stance in Production to not permit both a Carb and a Fuel Injection allowance, if the car in question never came from the factory with both of those induction systems, and is otherwise already competitive as classed with its stock method of induction.

HP
1. #30520 (Michael Kelley) ITB/ITC Cars to Class in HP
Thank you for your letter. This allowance is not recommended as requested. The Production Advisory Committee would like to remind all competitors that any IT car can already run in Production to its IT specifications, if a Production spec line already exists for it (rule 9.1.5.B.5). If a Production spec line does not exist, the creation of one just needs to be requested, and it will be done.

2. #30525 (Mike Ogren) Request to Reduce Weight for 1974 Toyota 1.6 Corolla
Thank you for your letter. The current classification appears to be reasonable. For further consideration, additional data needs to be provided and analyzed, including more on-track competition against other known classifications.

SM

1. #30523 (Michael Tinis) Help 1.6 SM Parity with NB and NA8
Thank you for your letter. SCCA, Mazda and NASA are all working together to address the NA platform parity and how a header or other change may affect the BOP of the class. Dyno data, race simulations and other testing has begun to properly evaluate any potential changes for the NA platform. Until we receive more data from these tests, we do not recommend any parts changes to the NA platform at this time.

2. #30634 (Nick Leverone) Restrictor Plate Sizing
Thank you for your letter. More information is needed in order to consider your request. SCCA and SMAC are continuously monitoring BOP and believe BOP is very close at this time.

STU

1. #27895 (Kyle Compton) Request to Classify the Hyundai Veloster Turbo TCA
Thank you for your letter. At this time, we do not have enough information to classify the car in STU. If more information is available, we would be happy to review.

2. #29575 (Jose De Miguel) Request to add 2004 Mazda Protégé World Challenge Car
Thank you for your letter. At this time, we do not have enough information to classify the car in STU. If more information is available, we would be happy to review.

T1

1. #29903 (Clark Nunes) Request engine spec change
Thank you for your letter. A general rule of Touring is that "if it doesn't say you can, you can't". On this spec line, the rules require the camshafts to be OEM to that engine spec line. OEM camshafts should conform OEM lift, duration, and overlap. We do not recommend changing the specs on the line.

2. #30228 (Ryan Lesher) Request to classify 2020 Ford Mustang GT500
Thank you for your letter. We do not feel that this car is a good fit in T1. We suggest GTX.

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.

GCR

1. #30483 (SCCA Staff) Expand definition of Regional (sprint) and Endurance Races
In GCR Section 3.1.1., change as follows:
"U.S. Majors Tour races are high-profile *sprint races*~~events~~ for drivers seeking an elevated level of competition."

In GCR Section 3.1.2., change as follows:
"~~All races, except U.S. Majors Tour events, are designated Regional races.~~ The requirements for Regional *and Endurance* races are given below and in the referenced appendices. Some Regional races may be designated as Division Championship races.
~~Regional races are ordinarily open to the following competitors:~~
A. ~~Drivers holding SCCA Full Competition Licenses, SCCA Pro Licenses, SCCA Vintage Licenses, and those holding SCCA Novice Permits (AppC.2.7.F)~~***Regional Race:*** All *sprint* races *(a competition that is limited to a single driver in a car),* except U.S. Majors Tour events, are designated as Regional races.

B. ~~Canadian Residents holding current ASN National Licenses, are 21 or years of age or older, and are members of SCCA.~~***Endurance Race:*** *A competition that allows multiple drivers in the same car, is meant to test the durability of equipment, endurance of participants, and will include a minimum of one mandatory pit stop.*

C. *Regional and Endurance* races are ordinarily open to the following competitors:

1. Drivers holding SCCA Full Competition Licenses, SCCA Pro Licenses, SCCA Vintage Licenses, and those holding SCCA Novice Permits (AppC.2.7.F)

2. Canadian Residents holding current ASN National Licenses, are 21 or years of age or older, and are members of SCCA.

3. SCCA members holding competition licenses issued by SCCA-approved organizations. The event Supplemental Regulations must list the particular organizations and licenses not eligible for a specific race or else exclude the entire group of organizations and licenses by reference to this section. Minors possessing competition licenses issued by SCCA approved organizations must also complete the minor competition license requirements found in AppC.2.5. If a driver is currently listed on the SCCA Suspension List, then they may not use any other sanctioning body's competition license to participate in an SCCA event.

The organizations whose licenses are currently approved by SCCA for competition in Regional events are listed in AppC. Please direct any questions about licenses to the Road Racing department in the National Office. Section 9.1 identifies the classes of cars eligible to compete in Regional *and Endurance* races.

~~D. An endurance race is a single race that may allow multiple drivers in the same car.~~"

In APPENDIX A., add as follows:

"*24. Endurance Race – A competition that allows multiple drivers in the same car, is meant to test the durability of equipment, endurance of participants, and will include a minimum of one mandatory pit stop.*

25. Sprint Race – A competition that is limited to a single driver in a car."

In APPENDIX B., Section 1.4.4, change as follows:

"**Multiple Types of ~~Events~~*Competitions* on a Single Weekend**

It is not generally permitted for race groups from different types of ~~events~~*competitions* on the same weekend to run simultaneously."

2. #30572 (Raymond Blethen) Aborted Start Procedures

In GCR Section 6.5.4.B. add the following:

"*Drivers may safely pass under the Double Yellow Flags to return to their original grid position. However, cars late to grid or that dropped out of position during the pace lap must remain at the back of the pack.*"

3. #30608 (GCR Committee) SOM Powers

In GCR Section 5.12.1.A., add the following:

"*10. May return a RFA to the Chief Steward/Race Director for further evaluation if, during their investigation, they uncover other information the Chief Steward/Race Director may not have been aware of when initially completing the RFA. The Chief Steward/Race Director may alter the returned RFA as they deem necessary and resubmit it to the SOM.*"

4. #30644 (SCCA Staff) Update Figure 2 Driver Patches to include approved logotypes

In GCR, Section 9. Figure 2, replace with the following:

Figure 2
Official SCCA Logo



White patch/black letters

Item #3618
(4.5 x 1.75 Inches)



Black patch/white letters

Item #3619
(4.5 x 1.75 Inches)



Item #3632
(3.5 x 1.0 Inches)

SCCA patches for purchase are only available in the monochrome versions shown above. Variations of the SCCA approved logotype may be used in accordance to the logotype graphic standards found at www.scca.com/pages/logotype.

5. #30703 (SCCA Staff) Add Canadian Qualification Path for 21 Runoffs Sec3.7.4.A.1.a
In GCR, Section 3.7.4.A.1.a, add the following:
"SCCA will collect and distribute the fees to the SCCA Regions.
Canadian drivers unable to meet the participation criteria due to US/Canada border closures may request a waiver of up to two (2) Majors event weekends and one (1) Majors race finish for 2021. The substitute entry process will apply. Only Canadian residents that have previously participated at the SCCA Runoffs AND competed in a minimum of one (1) 2021 Majors event weekend and finished two (2) Majors races in the same class may be granted a waiver. Requests must be made in writing to runoffs@scca.com by September 14, 2021 and include:
- The class(es) you intend to race in at the 2021 Runoffs
- A scanned copy of your foreign passport page that includes your name and photo.
Canadian drivers utilizing this qualification 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."

T1
1. #29501 (Don Van Nortwick) Over Restrictions of Stock FP350S
In T1-LP Spec Lines, Ford Mustang FP350S (2017), change Notes as follows:
"Serial number 1-51~~ 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. 70mm flat plate restrictor. ~~Lexan/poly windshield allowed +25 lbs. No other modifications permitted.~~"

Taken Care Of
B-Spec
1. #30408 (Richard Root) Opposes recent rule change on flat restrictor plate
Thank you for your letter. We are increasing the tolerance on the restrictors in our class specific rule. The intention of this specific rule is to limit the development on restrictors in our class where even 1 hp is so important also, some vehicles in our class could not handle a larger restrictor AND the required spacer due to packaging under hood. Letter 30474 in current Fastrack changes the restrictor thickness.

HP

1. #30522 (Hayes Lewis) In Support of letter 30520
Thank you for your letter. Please see the response to Letter #30520 in current Fastrack.

2. #30534 (Jonathan Kinberg) Formal Endorsement of Letter # 30520
Thank you for your letter. Please see the response to Letter #30520 in current Fastrack.

3. #30549 (Vaughan Scott) Support for Letter #30520 - 2.0L ITB/ITC cars in HP
Thank you for your letter. Please see the response to Letter #30520 in current Fastrack.

4. #30550 (Hayes Lewis) Endorsement for letter 30549
Thank you for your letter. Please see the response to Letter #30520 in current Fastrack.

5. #30551 (Merritt Scott Collins) Support for letter #30520, 2.0L ITB/ITC cars in HP
Thank you for your letter. Please see the response to Letter #30520 in current Fastrack.

6. #30627 (Erick Zanner) Opposition to 2L cars in HP
Thank you for your letter. Please see the response to Letter #30623 in current Fastrack.

7. #30629 (Scott Rettich) Significant Opposition to 2L Cars in HP
Thank you for your letter. Please see the response to Letter #30623 in current Fastrack.
8. #30631 (G. Brian Metcalf) Opposed to Allowing 2L Cars in HP
Thank you for your letter. Please see the response to Letter #30623 in current Fastrack.

9. #30649 (Mike Ogren) VW Golf/Jetta MK3 into HP
Thank you for your letter. Please see the response to Letter #30623 in current Fastrack.

10. #30692 (Mike Cummings) Opposes 2 Liter cars in HP
Thank you for your letter. Please see the response to Letter #30623 in current Fastrack.

T1

1. #29904 (Clark Nunes) Request weight reduction
Thank you for your letter. Please see recent changes in letter #30443 in May 2021 Fastrack.

2. #30328 (Edgar Lau) Allowing Modifications to FP350S
Thank you for your letter. Please see letter #29501 in current Fastrack.

3. #30470 (Edgar Lau) Follow Up On Letter #30328 FP350 Modifications
Thank you for your letter. Please see letter #29501 in current Fastrack.

T2

1. #30000 (Scotty White) T2 S550 Mustang
Thank you for your letter. Recent changes have been made that adjust 2 Mustang spec lines in letter #29925 in current Fastrack.

2. #30179 (Andrew Aquilante) Further help to (16-) Camaro SS and (15-17) Mustang GT
Thank you for your letter. Recent changes have been made that adjust 2 Mustang spec lines in letter #29925 in current Fastrack.

What Do You Think
None.

RESUMES
1. #30689 (David Fiorelli) Resume for Super Tour Advisory Committee
Dave Fiorelli approved for addition to STAC.

official SCCA member notification
Fastrack news
EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

DATE: May 20, 2021
NUMBER: TB 21-06
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 6/1/2021. 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. #30242 (Drew Cattell) Request CTS-V Spec Line Error Correction
In AS Spec Line, Cadillac CTS-V (04-07) Restricted Prep. 5.7L V8 (Aluminum block, Aluminum heads), LS6, 2 valves/cylinder Restricted Prep. 6.0L V8 (Aluminum block, Aluminum heads), change notes as follows:
"~~Tire Size 295, add 50 lbs.~~"

2. #30428 (Mark Wheaton) Request to consolidate SN95 Mustang '94-'04 Mustang spec lines
In AS Spec Lines, remove in its entirety Ford Mustang Incl. Cobra thru 95 (94-98).

In AS Spec Lines, remove in its entirety Ford Mustang Incl. Cobra (99-04).

In AS Spec Lines, remove in its entirety Ford Mustang Cobra and GT (94-95) Restricted Prep. 5.0L V8 pushrod engine (Iron Block, Iron Heads), 2 valves per cylinder

In AS Spec Lines, remove in its entirety Ford Mustang Cobra R (1995) Restricted Prep. 5.8L V8 pushrod engine (Iron Block, Iron heads), 2 valves per cylinder

In AS Spec Lines, remove in its entirety Ford Mustang Cobra and GT (96-98) Restricted Prep. GT: 4.6L V8 OHC engine (Iron Block, Aluminum heads), 2 valves per cylinder Cobra: 4.6L dual OHC engine (Aluminum Block, Aluminum Heads), 4 valves per cylinder

In AS Spec Lines, remove in its entirety Ford Mustang Cobra (99-02) Restricted Prep. 4.6L dual OHC V8 Aluminum Block, Aluminum Heads), 4 valves per cylinder

In AS Spec Lines, remove in its entirety Ford Mustang GT (99-04) Restricted Pep 4.6L V8 OHC engine (Iron Block, Aluminum heads), 2 valves per cylinder

In AS Spec Lines, remove in its entirety Ford Mustang Mach 1 (03-04) Restricted Prep. 4.6L V8 dual OHC (Aluminum Block, Aluminum Heads), 4 valves per cylinder

In AS Spec Lines, classify Ford Mustang Including Cobra 94-04 as follows:

AS	Wheel-base	Gear Ratios Std. (or Alt.)	Brakes (Max) (in/mm)	Weight (lbs)	Notes:
Ford Mustang Including	*101.3*	*2.95, 1.94, 1.34, 1.00, 0.63 or 3.35, 1.99, 1.33, 1.00, 0.68 or*	*13.1 x 1.27 Disc*	*3300 over 313 CID 3500*	*Hydro Boost braking system, Cobra R body work, and independent rear suspension are not permitted. Engine built to full prep A/S engine build specifications with Edelbrock*

Cobra 94-04		*2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68*			*Aluminum head 602579 and 602479. Use of the following iron head castings presents a 250 lb weight reduction. Iron head casting F3ZE AA (GT40), F1ZE-AA (GT40), F77E-AA (GT40P). Max port volume on iron heads is 143 cc intake and 54 cc exhaust. OEM style ball joints with taller than stock stud lengths are permitted. Any stock Ford Mustang K-member 94-04 may be used.*

In AS Spec Lines, classify Ford Mustang Cobra and GT 94-95 (Restricted Prep) 5.0 and 5.8 motor as follows:

AS	Wheel-base	Gear Ratios Std. (or Alt.)	Brakes (Max) (in/mm)	Weight (lbs)	Notes:
Ford Mustang Cobra and GT 94-95 (Restricted Prep) 5.0 and 5.8 motor	*101.3*	*3.35, 1.99, 1.33, 1.00, 0.68*	*13.1 x 1.27 Disc*	*3150 over 313 CID 3250*	*Max wheel size 17x9. Cold Air intake allowed. Max compression ratio = 9.2 : 1. 5.0 motor max lift at valve = .45" For the 5.8 motor, max lift at valve = .48" Full prep clutch, flywheel, headers, and OEM style balljoints with taller than stock stud lengths allowed. Updating and backdating within spec line is allowable.*

In AS Spec Lines, classify Ford Mustang including Cobra 96-04 (Restricted Prep) 4.6L two and four valve motor as follows:

AS	Wheel-base	Gear Ratios Std. (or Alt.)	Brakes (Max) (in/mm)	Weight (lbs)	Notes:
Ford Mustang including Cobra 96-04 (Restricted Prep) 4.6L two and four valve motor	*101.3*	*3.35, 1.99, 1.33, 1.00, 0.68 or 3.27, 1.98, 1.34, 1.00, 0.67 or 3.37, 1.99, 1.33, 1.00, 0.68 or 3.38, 2.00, 1.32, 1.00, 0.68*	*13.1 x 1.27 Disc*	*3150*	*Supercharged motor is not allowed. Max wheel size 17x9. Cold Air intake allowed. Full prep clutch, flywheel, headers, and OEM style balljoints with taller than stock stud lengths allowed. bore = 90.2mm, stroke = 90mm. Trick flow engine kit TFS-K519-390-375 may be installed on two valve motors. Max valve lift with trick flow engine kit = .55" Max compression on 2 valve motor = 9.4 : 1. Max compression for 4 valve motor = 9.8 : 1. Max valve lift with 4 valve engine = .40" Updating and backdating within spec line is allowable.*

3. #30595 (Justin Hutmacher) American Sedan Transmission Rule Change Request
In AS Spec Lines, Chevrolet/Pontiac Camaro & Firebird (93-02) Restricted Prep. 5.7L V-8 LT1 (Iron Block, Aluminum Heads) 2 valves per cylinder 5.7L V-8 LS1 (Aluminum Block, Aluminum Heads) 2 valves per cylinder, change Notes as follows:
"TUET1~~1009~~*6362*"

In AS Spec Lines, Ford Mustang Coupe GT (05-14) Restricted Prep. (Aluminum Block, Aluminum Heads) 4.6L/5spd 3 valves per cylinder 5.0L/6spd 4 valves per cylinder, change notes as follows:
"~~TUET11010~~*TUKT16901*"
"The 4.6L~~/5spd~~ engine assembly has a weight reduction of 300 lbs."

4. #30691 (American Sedan Committee) Correction to specifications inadvertently deleted
In AS, Spec Lines, Chevrolet/Pontiac Camaro & Firebird (93-02), 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, Ford Mustang GT (05-14), 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.*"

5. #30700 (American Sedan Committee) weight adjustments
In AS Spec Lines, Chevrolet/Pontiac Camaro & Firebird (82-92), change as follows:
Weight:"~~3250~~*3300*"
Notes: "~~200~~*250* lb weight reduction."

In AS Spec Lines, Chevrolet/Pontiac Camaro & Firebird (93-02), change as follows:
Weight:"~~3250~~*3300*"
Notes: "~~200~~*250* lb weight reduction."

In AS Spec Lines, Ford Mustang Incl. Cobra & Cobra R (79-93), change as follows:
Weight:"~~3150~~*3200*"
Notes: "~~200~~*250* lb weight reduction."

In AS Spec Lines, Ford Mustang Incl. Cobra thru 95 (94-98), change as follows:
Weight:"~~3250~~*3300*"
Notes: "~~200~~*250* lb weight reduction."

In AS Spec Lines, Ford Mustang Incl. Cobra (99-04), change as follows:
Weight:"~~3250~~*3300*"
Notes: "~~200~~*250* lb weight reduction."

In AS Spec Lines, Ford Mustang GT (05- 14), change as follows:
Weight:"~~3350~~*3400*"
Notes: "~~200~~*250* lb weight reduction."

In AS Spec Lines, Mercury Capri (79-86), change as follows:
Weight:"~~3150~~*3200*"
Notes: "~~200~~*250* lb weight reduction."

B-Spec

1. #30079 (James Rogerson) Transmission Cooler Requests
In B-SPEC Spec Lines, Honda Fit (09-14), change as follows:
Gear Ratios: "3.31, 1.87, 1.30, 0.95, 0.73 *Or 2.996;1.679; 1.067;0.761;0.552 in automatic*"
Final Drive: "4.62 *Or 4.56 in automatic*"
Add to Notes: "*Alternate transmission ratio's and final drive are for automatic equipped cars only and allow Setrab 50-119-7612 transmission cooler in addition to OEM.*"

In B-SPEC Spec Lines, Honda Fit(15-19), change as follows:
Gear Ratios: "3.46, 1.87, 1.23, 0.95, 0.81, 0.73 *Or 2.56~0.408 Rev: 2.706~1.382 in CVT*"
Final Drive: "4.63 *Or 5.44 in CVT*"
Add to Notes: "*Alternate transmission ratio's and final drive are for automatic equipped cars only and allow Setrab 50-119-7612 transmission cooler in addition to OEM.*"

In B-SPEC Spec Lines, Mini Cooper Hatchback (R50)(02 - 06), change as follows:
Gear Ratios: "4.10, 2.37, 1.56, 1.17, 1.00 *Or CVT Variable Rev: 3.82*"
Final Drive: "3.51 *Or 5.76 in CVT*"
Add to Notes: "*Alternate transmission ratio's and final drive are for automatic equipped cars only and allow Setrab 50-119-7612 transmission cooler in addition to OEM.*"

In B-SPEC Spec Lines, Mini Cooper (R56) (07-10), change as follows:
Gear Ratios: "3.21, 1.79, 1.19, 0.91, 0.78, 0.68 Or *4.148;2.370;1.556 1.155;0.859;0.686 Rev: 3.394 in automatic*"
Final Drive: "4.35 *Or 4.10 in automatic*"
Add to Notes: "*Alternate transmission ratio's and final drive are for automatic equipped cars only and allow Setrab 50-119-7612 transmission cooler in addition to OEM.*"

In B-SPEC Spec Lines, Mini Cooper(2011-13), change as follows:
Gear Ratios: "3.21, 1.79, 1.19, 0.91, 0.78, 0.68 Or *4.148;2.370; 1.556 1.155;0.859;0.686 Rev: 3.394 in automatic*"
Final Drive: "4.35 *Or 4.10 in automatic*"
Add to Notes: "*Alternate transmission ratio's and final drive are for automatic equipped cars only and allow Setrab 50-119-7612 transmission cooler in addition to OEM.*"

2. #30083 (Lawrence Canzone) Request to classify the 07 Honda Fit
In B-Spec Spec Lines, classify Honda Fit 2007-08, as follows:

B-SPEC	Bore x Stroke(mm) Displacement (cc)	Wheelbase (mm)	Gear Ratios	Final Drive	Brakes (inches)	Weight (lbs)	Notes:
Honda Fit 2007-08	*73.0 x 89.4 1499*	*2450*	*3.46,1.87,1.32,0.97,0.76*	*4.29*	*Fr: 10.3 disk, rear 7.9 drum*	*2525*	

3. #30340 (Andy Doyle) Request Ford Fiesta Eibach Rear Sway Bar Part Number 35143.320
In B-SPEC Spec Lines, Ford Fiesta5dr Hatchback(11-19), add to notes as follows:
"Eibach rear sway bar #35143.312 *or 35143.320* is allowed."

4. #30474 (B-Spec Committee) Restrictor rule
In GCR, Section 9.1.10.E.45, change as follows:
"~~0.060" (+/- 0.005".)~~*0.050" to 0.079*"

5. #30585 (B-Spec Committee) Rear wipers on all cars
In GCR, Section 9.1.10.E.9. add as follows:
"*Removal of rear window wipers and wiper motor is allowed.*"

Electric Vehicle
None.

Formula/Sports Racing
FA
1. #30632 (Formula/Sports Racing Committee) E&O Mazda MZR 2.0 and Honda Civic K20Z3 chassis eligibility
In FA Table 2, Mazda MZR 2.0 spec line, add chassis as follows:
"Ralt RT40, Ralt RT41, *Swift 008,* and Swift 014 chassis only"

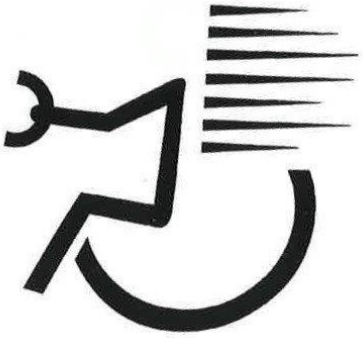
In FA Table 2, Honda Civic K20Z3 spec line, make changes as follows:
"*Ralt RT40, Ralt RT41, Swift 008, and* Swift 014 ~~and 016~~ chassis only"

FE
1. #30575 (Robey Clark) FE Radiator Screens
In FE, GCR section 9.1.1.I.2.F.e, add language as follows:
"Radiator screens are allowed and recommended. *Screens may be placed no more than ¼ inch from the vertical plane of the front of the sidepods.*"

SRF3
1. #30684 (Robey Clark) SRF3 Alternator Pulley
In SRF, GCR section 9.1.8.E.2.H.17, add the following:
"Alternator Pulley: P/N G902130 *or P/N G902130A*. 12oz minimum weight"

GCR
1. #30407 (Stephen Hyatt) Disability identification
In GCR, Section 9.3.29.E, change as follows:
"E. Disability Identification
~~To ensure course marshals, emergency services crew, and other officials are made aware that the driver may need to be dealt with differently in case of an emergency, non-ambulant drivers must display the disability identification symbol on both sides of the car near the driver's compartment.~~*If the driver will need assistance getting out of their car, the Mobility & Impairment decal (Figure 1), available in the online store or by calling Member Services, shall be displayed on the driver's door on closed wheel cars and adjacent to the master switch on formula and sports racer type cars.*

Figure 1"



2. #30452 (GCR Committee) Driver Refunds
In GCR, Appendix B Section 1.4.1., add as follows:
"*M. A driver who has been on track (turned a wheel) in any sanctioned session of an event is considered to have participated in the event and is not eligible for a refund, unless the event supplemental regulations specifically state otherwise.*"

3. #30555 (SCCA Staff) Update 9.1.A, Majors Eligible Classes
In, GCR, Section 9.1.A., change as follows:
"~~**Runoffs**~~***U.S. Majors Tour*** **Eligible Classes**
~~1. Runoffs~~*U.S. Majors Tour* Eligible classes are those listed below which are not designated "Regional Only".
~~2. Only Runoffs Eligible classes will be invited to the Runoffs.~~

4. #30612 (GCR Committee) Clarify video request should be for full session
In GCR, Section 9.3.11, change as follows:
"**9.3.11. CAMERA & CAMERA MOUNTS** ~~(effective 01 March 2021)~~
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 *of the full unedited session* 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."

General
1. #30724 (SCCA Staff) 2021 Waiver of Runoffs Participation Reqmt for Canadian Drivers
Add to GCR Section 3.7.4.A.1.a as follows:
Canadian drivers unable to meet the participation criteria due to US/Canada border closures may request a waiver of up to two (2) Majors event weekends and one (1) Majors race finish for 2021. The substitute entry process will apply. Only Canadian residents that have previously participated at the SCCA Runoffs AND competed in a minimum of one (1) 2021 Majors event weekend and finished two (2) Majors races in the same class may be granted a waiver. Requests must be made in writing to runoffs@scca.com by September 14, 2021 and include:

- *The class(es) you intend to race in at the 2021 Runoffs*

- *A scanned copy of your foreign passport page that includes your name and photo.*

Canadian drivers utilizing this qualification 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.

Grand Touring
None.

Improved Touring
None.

Legends Car
None.

Production
FP
1. #30135 (Hayes Lewis) Move Porsche 924 in Level 1 Prep From EP to FP
In FP Spec Lines, classify Porsche 924 as follows:

FP	Prep. Level	Weight (lbs)	Engine Type	Bore x Stroke mm/(in.)	Displ. cc/ (ci) (nominal)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/ (in.)	Carb. No. & Type	Wheel-base mm/(in.)	Track (F/R) mm/(in.)
Porsche 924	*1*	*2200*	*4 Cyl OHC*	*86.5 x 84.4 (3.41x3.32)*	*1984 (121.0)*	*Iron*	*Alum*	*(I) 40.0 / (1.57) (E) 33.0/(1.30)*	*2) Auto-type w/ 30mm choke(s)*	*2400 (94.5)*	1420/1392 (55.9/54.8)

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) 257 (10.1) Disc (R) 231 (9.1) Drum	(F) 282 (11.1) Disc (R) 290 (11.4) Disc	*NA*	*Can use the stock fuel tank if stock rear bumper and bumper support structure retained.*

HP
1. #30614 (Hayes Lewis) 924 Brakes- and Thank You.
In HP Spec Line Porsche 924 (76-84), change Brakes Std. as follows:
"~~Solid~~ *Vented* Disc"

2. #30702 (Production Committee) Correct Induction Error on new HP Mazda 626 Spec Line
In HP Spec Line, Mazda 626 (84-87), change Carb. No. & Type as follows:
"~~(2) Auto-type sidedraft w/32mm choke(s) on I.R. manifold, of~~ *Carburation or* fuel injection."

Prod General

1. #30669 (Production Committee) Clarify Application of Percentage Based Weight Penalties
In GCR, Section 9.1.5.C. add as follows:
"*5. For percentage-based weight penalties, all applicable percentage values shall be summed first, and then applied to the vehicle's minimum specified base weight, as listed in the PCS. The minimum vehicle weight shall be rounded to the nearest pound. For example, a car with a 1950lbs minimum specified base weight, that's running a non-stock gear-engagement transmission and non-stock brake rotors and/or calipers, would calculate its minimum weight as follows:*
5% transmission penalty + 2% brakes penalty = 7% total penalty
*7% total penalty * 1950 lbs base weight = 2086.5 lbs*
2086.5 lbs rounded to nearest pound = 2087 lbs minimum weight"

Spec Miata

None.

Super Production

None.

Super Touring

STL

1. #30625 (PABLO GASTALDI) VW Engine Request
In STL Spec Lines, classify Volkswagen 2.0L TFSI, as follows:

STL	Maximum Displacement (cc's)	Minimum Weight	Notes
Volkswagen 2.0 TFSI	*1984*	*Chart*	*Engine Permitted with turbocharger removed. Must meet all other STL specifications.*

Touring

T1

1. #29849 (Andrew Aquilante) T1-LP - Add Performance Pack, Bullet, Mach 1 to 18+ Mustang
In T1-LP Spec Lines, Ford Mustang GT5.0L (2018-), add to Notes as follows:
"*Performance Pack, Bullet or Mach-1 options allowed with 100lb penalty.*"
In T1 Spec Lines, Ford Mustang Shelby/Shelby GT350/GT500 (-2018) 5000 Coyote OEM (18-), change Restrictor Required as follows:
"~~65mm~~*70mm* Flat Plate"

In T1 Spec Lines, Ford Mustang Shelby/Shelby GT350/GT500 (-2018) 5000 Coyote OEM (18-), add to Notes as follows:
"*Performance Pack, Bullet or Mach-1 options allowed with 100lb penalty.*"

2. #29968 (Scotty White) Request BoP for the Viper in 1 LP
In T1-LP Spec Lines, Dodge Viper SRT-10 Incl. Coupe (08-10), change Notes as follows:
"~~45mm~~*47mm*"

3. #29969 (Scotty White) Request to classify C7 and 13Viper in T1 LP
In T1-LP Spec Lines, Chevrolet Corvette C7, change as follows:
"Chevrolet Corvette C7 *incl. Grand Sport*"

In T1-LP Spec Lines, Chevrolet Corvette C7, change Notes as follows:
"~~70~~*73* mm"

4. #30589 (DAVID WOODLE) Request LP Z06 steel chassis
In T1-LP Spec Line, Chevrolet Corvette Z06 (06-13), add to Notes as follows:
"*Aluminum chassis may be replaced with an equivalent OE steel chassis.*"

T2
1. #29925 (Scotty White) Mustang S550 Parity in T2
In T2 Spec Lines, Ford Mustang GT 5.0L(15-17), change Notes as follows:
"~~55mm~~*58mm*"

In T2 Spec Lines, Ford Mustang GT 5.0L (2018-), change Notes as follows:
"~~53mm~~*55mm*"

2. #30597 (Derrick Ambrose) Request BOP on BMW Z4 T2 car
In T2 Spec Lines, BMW Z4M(06-08), change weight as follows:
"~~3100~~*3150*"

3. #30639 (Touring Committee) E92
In T2 Spec Lines, BMW E92M3 (08-14), change as follows:
Weight: "~~3475~~*3425*"
Notes: "~~80mm~~*77mm*"

T2-T4
1. #29817 (Touring Committee) Civic Type R Brake Rotors
In T3 Spec Lines, Honda Civic Type-R(2017-), add to notes as follows:
"*2020+ model years allowed part #45251-TGH-A01 with a 25lb penalty.*"

JUDGEMENT OF THE COURT OF APPEALS
Bill Gillespie vs. SOM COA Ref. No. 21-03-SE
May 12, 2021

FACTS IN BRIEF

Following the Sunday, March 21, 2021, Group 5 race of the Hoosier Racing Tire SCCA Super Tour at Michelin Raceway Road Atlanta, Race Director (RD) Doug Nickel submitted a Request for Action (RFA) to investigate contact at Turn 6 after the restart of the race, citing General Competition Rules (GCR) 6.11.1. (On Course Driver Conduct). Contact occurred between Formula Atlantic (FA) #10 driven by Bill Gillespie and an at-the-time unknown second car.

The Stewards of the Meeting (SOM) Kurt Breitinger, Russell Gardner, and David Rollow (Chairman) met to investigate the RFA. The SOM heard or reviewed witness statements from four drivers and a corner worker. The SOM determined at the right-hand Turn 6, FA #10's right rear made contact with the left front of Prototype 2 (P2) #77 driven by Michael Moulton. Both cars sustained damage, and FA #10 was unable to continue.

After evaluating witness testimony and written statements, the SOM noted none of the four drivers interviewed were able to produce a functional forward-facing video as required by GCR 9.3.11.A. (Camera & Camera Mounts). They ruled Mr. Gillespie violated GCR 6.11.1.A. (Avoiding contact), B. (Racing room), and D. (Passing) and issued a reprimand with one point against his Competition License. Mr. Gillespie appealed the decision.

DATES OF THE COURT

The Court of Appeals (COA) Tom Campbell, Jack Kish, and Pat McCammon (Chairman) met on April 15, 2021, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Bill Gillespie, received March 30, 2021.
2. Official Observer's Report, including related documents, received April 7, 2021.
3. Non-functional race video from FA #10, received April 1, 2021.

FINDINGS

The COA reviewed the documentation provided by the SOM, including witness statements and the SOM's deliberation report. Based on the incident descriptions in the witness statements, the COA does not support the SOM decision to assign sole blame to either driver. The SOM's written deliberation report does not provide insight into the detailed process of investigation used to reach its decision. Further, three of the five witness statements appear to be in the same handwriting and use consistent phrasing and language style. One witness

statement misspells the witness' name. These issues cast doubt on the credibility of the written statements.

The lack of usable video from the four drivers involved in or witnessing the incident complicated the SOM investigation and COA appeal review. The GCR requirement for a forward-facing camera for Super Tour events and the SCCA Runoffs is designed to allow enhanced incident analysis and support due process. GCR 9.3.11.A. states, "Failure to provide such video may result in penalties."

DECISION

The COA overturns the SOM decision in its entirety. The reprimand and one point will be removed from Mr. Gillespie's Competition License record. His appeal is well founded, and his appeal fee, less the administrative portion retained by SCCA, will be returned.

official SCCA member notification
Fastrack news
EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

DATE: May 20, 2021
NUMBER: TB 21-06
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 6/1/2021. 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.

Technical Bulletin

American Sedan
AS
1. #30242 (Drew Cattell) Request CTS-V Spec Line Error Correction
In AS Spec Line, Cadillac CTS-V (04-07) Restricted Prep. 5.7L V8 (Aluminum block, Aluminum heads), LS6, 2 valves/cylinder Restricted Prep. 6.0L V8 (Aluminum block, Aluminum heads), change notes as follows:
"~~Tire Size 295, add 50 lbs.~~"

2. #30428 (Mark Wheaton) Request to consolidate SN95 Mustang '94-'04 Mustang spec lines
In AS Spec Lines, remove in its entirety Ford Mustang Incl. Cobra thru 95 (94-98).

In AS Spec Lines, remove in its entirety Ford Mustang Incl. Cobra (99-04).

In AS Spec Lines, remove in its entirety Ford Mustang Cobra and GT (94-95) Restricted Prep. 5.0L V8 pushrod engine (Iron Block, Iron Heads), 2 valves per cylinder

In AS Spec Lines, remove in its entirety Ford Mustang Cobra R (1995) Restricted Prep. 5.8L V8 pushrod engine (Iron Block, Iron heads), 2 valves per cylinder

In AS Spec Lines, remove in its entirety Ford Mustang Cobra and GT (96-98) Restricted Prep. GT: 4.6L V8 OHC engine (Iron Block, Aluminum heads), 2 valves per cylinder Cobra: 4.6L dual OHC engine (Aluminum Block, Aluminum Heads), 4 valves per cylinder

In AS Spec Lines, remove in its entirety Ford Mustang Cobra (99-02) Restricted Prep. 4.6L dual OHC V8 Aluminum Block, Aluminum Heads), 4 valves per cylinder

In AS Spec Lines, remove in its entirety Ford Mustang GT (99-04) Restricted Pep 4.6L V8 OHC engine (Iron Block, Aluminum heads), 2 valves per cylinder

In AS Spec Lines, remove in its entirety Ford Mustang Mach 1 (03-04) Restricted Prep. 4.6L V8 dual OHC (Aluminum Block, Aluminum Heads), 4 valves per cylinder

In AS Spec Lines, classify Ford Mustang Including Cobra 94-04 as follows:

AS	Wheel-base	Gear Ratios Std. (or Alt.)	Brakes (Max) (in/mm)	Weight (lbs)	Notes:

Ford Mustang Including Cobra 94-04	*101.3*	*2.95, 1.94, 1.34, 1.00, 0.63 or 3.35, 1.99, 1.33, 1.00, 0.68 or 2.88, 1.91, 1.33, 1.00 or 3.27, 1.98, 1.34, 1.00, 0.68*	*13.1 x 1.27 Disc*	*3300 over 313 CID 3500*	*Hydro Boost braking system, Cobra R body work, and independent rear suspension are not permitted. Engine built to full prep A/S engine build specifications with Edelbrock Aluminum head 602579 and 602479. Use of the following iron head castings presents a 250 lb weight reduction. Iron head casting F3ZE AA (GT40), F1ZE-AA (GT40), F77E-AA (GT40P). Max port volume on iron heads is 143 cc intake and 54 cc exhaust. OEM style ball joints with taller than stock stud lengths are permitted. Any stock Ford Mustang K-member 94-04 may be used.*

In AS Spec Lines, classify Ford Mustang Cobra and GT 94-95 (Restricted Prep) 5.0 and 5.8 motor as follows:

AS	Wheel-base	Gear Ratios Std. (or Alt.)	Brakes (Max) (in/mm)	Weight (lbs)	Notes:
Ford Mustang Cobra and GT 94-95 (Restricted Prep) 5.0 and 5.8 motor	*101.3*	*3.35, 1.99, 1.33, 1.00, 0.68*	*13.1 x 1.27 Disc*	*3150 over 313 CID 3250*	*Max wheel size 17x9. Cold Air intake allowed. Max compression ratio = 9.2 : 1. 5.0 motor max lift at valve = .45" For the 5.8 motor, max lift at valve = .48" Full prep clutch, flywheel, headers, and OEM style balljoints with taller than stock stud lengths allowed. Updating and backdating within spec line is allowable.*

In AS Spec Lines, classify Ford Mustang including Cobra 96-04 (Restricted Prep) 4.6L two and four valve motor as follows:

AS	Wheel-base	Gear Ratios Std. (or Alt.)	Brakes (Max) (in/mm)	Weight (lbs)	Notes:
Ford Mustang including Cobra 96-04 (Restricted Prep) 4.6L two and four valve motor	*101.3*	*3.35, 1.99, 1.33, 1.00, 0.68 or 3.27, 1.98, 1.34, 1.00, 0.67 or 3.37, 1.99, 1.33, 1.00, 0.68 or 3.38, 2.00, 1.32, 1.00, 0.68*	*13.1 x 1.27 Disc*	*3150*	*Supercharged motor is not allowed. Max wheel size 17x9. Cold Air intake allowed. Full prep clutch, flywheel, headers, and OEM style balljoints with taller than stock stud lengths allowed. bore = 90.2mm, stroke = 90mm. Trick flow engine kit TFS-K519-390-375 may be installed on two valve motors. Max valve lift with trick flow engine kit = .55" Max compression on 2 valve motor = 9.4 : 1. Max compression for 4 valve motor = 9.8 : 1. Max valve lift with 4 valve engine = .40" Updating and backdating within spec line is allowable.*

3. #30595 (Justin Hutmacher) American Sedan Transmission Rule Change Request
In AS Spec Lines, Chevrolet/Pontiac Camaro & Firebird (93-02) Restricted Prep. 5.7L V-8 LT1 (Iron Block, Aluminum Heads) 2 valves per cylinder 5.7L V-8 LS1 (Aluminum Block, Aluminum Heads) 2 valves per cylinder, change Notes as follows:
"TUET1~~11009~~*6362*"

In AS Spec Lines, Ford Mustang Coupe GT (05-14) Restricted Prep. (Aluminum Block, Aluminum Heads) 4.6L/5spd 3 valves per cylinder 5.0L/6spd 4 valves per cylinder, change notes as follows:
"~~TUET11010~~*TUKT16901*"
"The 4.6L~~/5spd~~ engine assembly has a weight reduction of 300 lbs."

4. #30691 (American Sedan Committee) Correction to specifications inadvertently deleted
In AS, Spec Lines, Chevrolet/Pontiac Camaro & Firebird (93-02), 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, Ford Mustang GT (05-14), 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.*"

5. #30700 (American Sedan Committee) weight adjustments
In AS Spec Lines, Chevrolet/Pontiac Camaro & Firebird (82-92), change as follows:
Weight:"~~3250~~*3300*"
Notes: "~~200~~*250* lb weight reduction."

In AS Spec Lines, Chevrolet/Pontiac Camaro & Firebird (93-02), change as follows:
Weight:"~~3250~~*3300*"
Notes: "~~200~~*250* lb weight reduction."

In AS Spec Lines, Ford Mustang Incl. Cobra & Cobra R (79-93), change as follows:
Weight:"~~3150~~*3200*"
Notes: "~~200~~*250* lb weight reduction."

In AS Spec Lines, Ford Mustang Incl. Cobra thru 95 (94-98), change as follows:
Weight:"~~3250~~*3300*"
Notes: "~~200~~*250* lb weight reduction."

In AS Spec Lines, Ford Mustang Incl. Cobra (99-04), change as follows:
Weight:"~~3250~~*3300*"
Notes: "~~200~~*250* lb weight reduction."

In AS Spec Lines, Ford Mustang GT (05- 14), change as follows:
Weight:"~~3350~~*3400*"
Notes: "~~200~~*250* lb weight reduction."

In AS Spec Lines, Mercury Capri (79-86), change as follows:
Weight:"~~3150~~*3200*"
Notes: "~~200~~*250* lb weight reduction."

B-Spec
1. #30079 (James Rogerson) Transmission Cooler Requests
In B-SPEC Spec Lines, Honda Fit (09-14), change as follows:
Gear Ratios: "3.31, 1.87, 1.30, 0.95, 0.73 *Or 2.996;1.679; 1.067;0.761;0.552 in automatic*"
Final Drive: "4.62 *Or 4.56 in automatic*"
Add to Notes: "*Alternate transmission ratio's and final drive are for automatic equipped cars only and allow Setrab 50-119-7612 transmission cooler in addition to OEM.*"

In B-SPEC Spec Lines, Honda Fit(15-19), change as follows:
Gear Ratios: "3.46, 1.87, 1.23, 0.95, 0.81, 0.73 *Or 2.56~0.408 Rev: 2.706~1.382 in CVT*"
Final Drive: "4.63 *Or 5.44 in CVT*"
Add to Notes: "*Alternate transmission ratio's and final drive are for automatic equipped cars only and allow Setrab 50-119-7612 transmission cooler in addition to OEM.*"

In B-SPEC Spec Lines, Mini Cooper Hatchback (R50)(02 - 06), change as follows:
Gear Ratios: "4.10, 2.37, 1.56, 1.17, 1.00 *Or CVT Variable Rev: 3.82*"
Final Drive: "3.51 *Or 5.76 in CVT*"
Add to Notes: "*Alternate transmission ratio's and final drive are for automatic equipped cars only and allow Setrab 50-119-7612 transmission cooler in addition to OEM.*"

In B-SPEC Spec Lines, Mini Cooper (R56) (07-10), change as follows:
Gear Ratios: "3.21, 1.79, 1.19, 0.91, 0.78, 0.68 Or *4.148;2.370;1.556 1.155;0.859;0.686 Rev: 3.394 in automatic*"
Final Drive: "4.35 *Or 4.10 in automatic*"
Add to Notes: "*Alternate transmission ratio's and final drive are for automatic equipped cars only and allow Setrab 50-119-7612 transmission cooler in addition to OEM.*"

In B-SPEC Spec Lines, Mini Cooper(2011-13), change as follows:
Gear Ratios: "3.21, 1.79, 1.19, 0.91, 0.78, 0.68 Or *4.148;2.370; 1.556 1.155;0.859;0.686 Rev: 3.394 in automatic*"
Final Drive: "4.35 *Or 4.10 in automatic*"
Add to Notes: "*Alternate transmission ratio's and final drive are for automatic equipped cars only and allow Setrab 50-119-7612 transmission cooler in addition to OEM.*"

2. #30083 (Lawrence Canzone) Request to classify the 07 Honda Fit
In B-Spec Spec Lines, classify Honda Fit 2007-08, as follows:

B-SPEC	Bore x Stroke(mm) Displacement (cc)	Wheelbase (mm)	Gear Ratios	Final Drive	Brakes (inches)	Weight (lbs)	Notes:
Honda Fit 2007-08	*73.0 x 89.4 1499*	*2450*	*3.46,1.87,1.32,0.97,0.76*	*4.29*	*Fr: 10.3 disk, rear 7.9 drum*	*2525*	

3. #30340 (Andy Doyle) Request Ford Fiesta Eibach Rear Sway Bar Part Number 35143.320
In B-SPEC Spec Lines, Ford Fiesta5dr Hatchback(11-19), add to notes as follows:
"Eibach rear sway bar #35143.312 *or 35143.320* is allowed."

4. #30474 (B-Spec Committee) Restrictor rule
In GCR, Section 9.1.10.E.45, change as follows:
"~~0.060" (+/- 0.005".)~~*0.050" to 0.079*"

5. #30585 (B-Spec Committee) Rear wipers on all cars
In GCR, Section 9.1.10.E.9. add as follows:
"*Removal of rear window wipers and wiper motor is allowed.*"

Electric Vehicle
None.

Formula/Sports Racing
F5
1. #30712 (Jack Walbran) Request to Allow Rotax 593 HO Engine
In F500, GCR section 9.1.1.D.14, Snowmobile Derived Engines, add the following:
"Rotax 593 in a carbureted, non-HO *or HO* version;"

In F500, GCR section 9.1.1.D.14.A, add the following:
"38mm intake boots, BPP 420867860 (last 6 digits 867860 are embossed on the boot), BPP 420867862 (last 6 digits 867862 are embossed on the boot), or Kimpex 07-100-33, shall be used for the 493 and 593 *non-HO* engines. *38mm intake boots, BPP 420867882 (last 6 digits 867882 are embossed on the boot) shall be used for the 2003 593 HO engine, and BPP 420867879 (last 6 digits 867879 are embossed on the boot) shall be used for the 2004-2007 593 HO engines.*"

In F500, GCR section 9.1.1.D.14.I.3, add the following:
"Rotax 593 *non-HO* (0.010" overbore): Rotax P/N 420889171"

In F500, GCR section 9.1.1.D.14.J.3, add the following:
"Rotax 593 *non-HO* engine only: Rotax OEM 0.010" overbore piston (P/N 420889171)."

In F500, GCR section 9.1.1.D.14.K, add the following:
"Rotax 593 *non-HO* engine only:"

In F500 Engine Table, add the following:

F500	Version/Model	Weight (lbs)	Inlet Restrictor	Outlet Restriction	Notes
*Rotax 593**	*Carbureted HO version (03-07)*	*875*	*MA0242SP1020A or MA0242SP1063A*	*Y-pipe exhaust manifold and single expansion chamber (ref 9.1.1.D.14.B)*	*Note 1 and 4. Restrictor size and type is to be displayed by the following designation: 593 RSTR*

FA

1. #30632 (Formula/Sports Racing Committee) E&O Mazda MZR 2.0 and Honda Civic K20Z3 chassis eligibility
In FA Table 2, Mazda MZR 2.0 spec line, add chassis as follows:
"Ralt RT40, Ralt RT41, *Swift 008,* and Swift 014 chassis only"

In FA Table 2, Honda Civic K20Z3 spec line, make changes as follows:
"*Ralt RT40, Ralt RT41, Swift 008, and* Swift 014 ~~and 016~~ chassis only"

FE

1. #30575 (Robey Clark) FE Radiator Screens
In FE, GCR section 9.1.1.I.2.F.e, add language as follows:
"Radiator screens are allowed and recommended. *Screens may be placed no more than ¼ inch from the vertical plane of the front of the sidepods.*"

FX

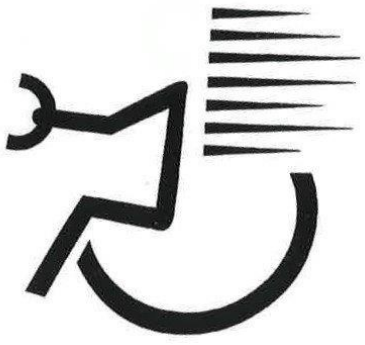
1. #30723 (SCCA Staff) FX/FRP Tire Rule
In FX Table 1, USF2000 Tube Frame spec line, change the notes as follows:
"Car must comply with FRP MAZDA MZR F2000 Technical Specifications (2018) *except that any Hoosier radial tire measuring 20.5 x 7.0 x 13 (front) and 22.5.x 8.0 x 13 (rear) may be used*."

SRF3

1. #30684 (Robey Clark) SRF3 Alternator Pulley
In SRF, GCR section 9.1.8.E.2.H.17, add the following:
"Alternator Pulley: P/N G902130 *or P/N G902130A*. 12oz minimum weight"

GCR

1. #30407 (Stephen Hyatt) Disability identification
In GCR, Section 9.3.29.E, change as follows:
"E. Disability Identification
~~To ensure course marshals, emergency services crew, and other officials are made aware that the driver may need to be dealt with differently in case of an emergency, non-ambulant drivers must display the disability identification symbol on both sides of the car near the driver's compartment.~~*If the driver will need assistance getting out of their car, the Mobility & Impairment decal (Figure 1), available in the online store or by calling Member Services, shall be displayed on the driver's door on closed wheel cars and adjacent to the master switch on formula and sports racer type cars.*
Figure 1"



2. #30452 (GCR Committee) Driver Refunds
In GCR, Appendix B Section 1.4.1., add as follows:
"*M. A driver who has been on track (turned a wheel) in any sanctioned session of an event is considered to have participated in the event and is not eligible for a refund, unless the event supplemental regulations specifically state otherwise.*"

3. #30555 (SCCA Staff) Update 9.1.A, Majors Eligible Classes
In, GCR, Section 9.1.A., change as follows:
"~~**Runoffs**~~***U.S. Majors Tour*** **Eligible Classes**
~~1. Runoffs~~*U.S. Majors Tour* Eligible classes are those listed below which are not designated "Regional Only".
~~2. Only Runoffs Eligible classes will be invited to the Runoffs.~~

4. #30612 (GCR Committee) Clarify video request should be for full session
In GCR, Section 9.3.11, change as follows:
"**9.3.11. CAMERA & CAMERA MOUNTS** ~~(effective 01 March 2021)~~
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 *of the full unedited session* 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."

General
1. #30724 (SCCA Staff) 2021 Waiver of Runoffs Participation Reqmt for Canadian Drivers
Add to GCR Section 3.7.4.A.1.a as follows:
Canadian drivers unable to meet the participation criteria due to US/Canada border closures may request a waiver of up to two (2) Majors event weekends and one (1) Majors race finish for 2021. The substitute entry process will apply. Only Canadian residents that have previously participated at the SCCA Runoffs AND competed in a minimum of one (1) 2021 Majors event weekend and finished two (2) Majors races in the same class may be granted a waiver. Requests must be made in writing to runoffs@scca.com by September 14, 2021 and include:

- *The class(es) you intend to race in at the 2021 Runoffs*

- *A scanned copy of your foreign passport page that includes your name and photo.*

Canadian drivers utilizing this qualification 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.

Grand Touring
None.

Improved Touring
None.

Production

FP

1. #30135 (Hayes Lewis) Move Porsche 924 in Level 1 Prep From EP to FP
In FP Spec Lines, classify Porsche 924 as follows:

FP	Prep. Level	Weight (lbs)	Engine Type	Bore x Stroke mm/(in.)	Displ. cc/ (ci) (nominal)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/ (in.)	Carb. No. & Type	Wheel-base mm/(in.)	Track (F/R) mm/(in.)
Porsche 924	*1*	*2200*	*4 Cyl OHC*	*86.5 x 84.4 (3.41x3.32)*	*1984 (121.0)*	*Iron*	*Alum*	*(I) 40.0 / (1.57) (E) 33.0/(1.30)*	*2) Auto-type w/ 30mm choke(s)*	*2400 (94.5)*	1420/1392 (55.9/54.8)

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) 257 (10.1) Disc (R) 231 (9.1) Drum	(F) 282 (11.1) Disc (R) 290 (11.4) Disc	*NA*	*Can use the stock fuel tank if stock rear bumper and bumper support structure retained.*

HP

1. #30614 (Hayes Lewis) 924 Brakes- and Thank You.
In HP Spec Line Porsche 924 (76-84), change Brakes Std. as follows:
"~~Solid~~ *Vented* Disc"

2. #30702 (Production Committee) Correct Induction Error on new HP Mazda 626 Spec Line
In HP Spec Line, Mazda 626 (84-87), change Carb. No. & Type as follows:
"~~(2) Auto-type sidedraft w/32mm choke(s) on I.R. manifold, of~~ *Carburation or* fuel injection."

Prod General

1. #30669 (Production Committee) Clarify Application of Percentage Based Weight Penalties
In GCR, Section 9.1.5.C. add as follows:
"*5. For percentage-based weight penalties, all applicable percentage values shall be summed first, and then applied to the vehicle's minimum specified base weight, as listed in the PCS. The minimum vehicle weight shall be rounded to the nearest pound. For example, a car with a 1950lbs minimum specified base weight, that's running a non-stock gear-engagement transmission and non-stock brake rotors and/or calipers, would calculate its minimum weight as follows:*
5% transmission penalty + 2% brakes penalty = 7% total penalty
*7% total penalty * 1950 lbs base weight = 2086.5 lbs*
2086.5 lbs rounded to nearest pound = 2087 lbs minimum weight"

Spec Miata
None.

Super Production
None.

Super Touring
STL
1. #30625 (PABLO GASTALDI) VW Engine Request
In STL Spec Lines, classify Volkswagen 2.0L TFSI, as follows:

STL	Maximum Displacement (cc's)	Minimum Weight	Notes
Volkswagen 2.0 TFSI	*1984*	*Chart*	*Engine Permitted with turbocharger removed. Must meet all other STL specifications.*

Touring
T1
1. #29849 (Andrew Aquilante) T1-LP - Add Performance Pack, Bullet, Mach 1 to 18+ Mustang
In T1-LP Spec Lines, Ford Mustang GT5.0L (2018-), add to Notes as follows:
"*Performance Pack, Bullet or Mach-1 options allowed with 100lb penalty.*"
In T1 Spec Lines, Ford Mustang Shelby/Shelby GT350/GT500 (-2018) 5000 Coyote OEM (18-), change Restrictor Required as follows:
"~~65mm~~*70mm* Flat Plate"

In T1 Spec Lines, Ford Mustang Shelby/Shelby GT350/GT500 (-2018) 5000 Coyote OEM (18-), add to Notes as follows:
"*Performance Pack, Bullet or Mach-1 options allowed with 100lb penalty.*"

2. #29968 (Scotty White) Request BoP for the Viper in 1 LP
In T1-LP Spec Lines, Dodge Viper SRT-10 Incl. Coupe (08-10), change Notes as follows:
"~~45mm~~*57mm*"

3. #29969 (Scotty White) Request to classify C7 and 13Viper in T1 LP
In T1-LP Spec Lines, Chevrolet Corvette C7, change as follows:
"Chevrolet Corvette C7 *incl. Grand Sport*"

In T1-LP Spec Lines, Chevrolet Corvette C7, change Notes as follows:
"~~70~~*73* mm"

4. #30589 (DAVID WOODLE) Request LP Z06 steel chassis
In T1-LP Spec Line, Chevrolet Corvette Z06 (06-13), add to Notes as follows:
"*Aluminum chassis may be replaced with an equivalent OE steel chassis.*"

T2

1. #29925 (Scotty White) Mustang S550 Parity in T2
In T2 Spec Lines, Ford Mustang GT 5.0L(15-17), change Notes as follows:
"~~55mm~~*58mm*"

In T2 Spec Lines, Ford Mustang GT 5.0L (2018-), change Notes as follows:
"~~53mm~~*55mm*"

2. #30597 (Derrick Ambrose) Request BOP on BMW Z4 T2 car
In T2 Spec Lines, BMW Z4M(06-08), change weight as follows:
"~~3100~~*3150*"

3. #30639 (Touring Committee) E92
In T2 Spec Lines, BMW E92M3 (08-14), change as follows:
Weight: "~~3475~~*3425*"
Notes: "~~80mm~~*77mm*"

T2-T4

1. #29817 (Touring Committee) Civic Type R Brake Rotors
In T3 Spec Lines, Honda Civic Type-R(2017-), add to notes as follows:
"*2020+ model years allowed part #45251-TGH-A01 with a 25lb penalty.*"

official SCCA member notification
Fastrack news
EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

CLUB RACING BOARD MINUTES | June 1, 2021

The Club Racing Board met by teleconference on June 1, 2021. Participating were Peter Keane, Chairman; David Arken, David Daughtery, Jim Goughary, John LaRue, Paula Hawthorne, Sam Henry, Tom Start and Shelly Pritchett, secretary. Also participating were: Bob Dowie, Chris Albin, and Dayle Frame, 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

B-Spec

1. #30852 (Club Racing Board) MAZDA2 HEADER Race Memo - Members Advisory

In B-Spec, Mazda2 10-14, add to the spec line notes as follows:

"*Header PN 0000-06-2410 allowed with a 70 lb. weight penalty.*"

GTL

1. #30813 (Grand Touring Committee) GTL Honda B18a, B18b & B18c engine spec line correction

This is an advisory to GTL competitors using Honda B18a, B18b or B18c engines that a correction to this engines spec line has been made!

It has been brought to the CRB's attention that combining heads and blocks of these three engines to build a "hybrid" engine may be taking place in GTL! It is not permitted to build such "hybrid" engines in any GT class unless it is specifically stated in the engine "spec line" notes.

No Action Required

GT2

1. #30579 (Marvin Epps) Follow up Letter to 30472

Thank you for your letter, please see response to letter #30472 in current Fastrack.

2. #30621 (Thomas DeWitt) Request to Classify BMW E92 M3 (08-13)

Thank you for your letter. Your request to classify the BMW E92 M3 is not necessary as it is already classified in GT2/ST.

GT3

1. #30685 (Anthony (Coyote) Black) Requesting Clarity of Turbo Rules

Thank you for your letter. In answer to your GT3 turbo clarification questions, it is permissible to run an intercooler, wastegate, and a blow-off valve.

STL

1. #30681 (JJ Servis) Clarification to SM Spec Line

Thank you for your letter. You must run a Spec Miata wheel and any STL compliant tire.

STU

1. #30704 (Hermogenes Ramirez) Request to Classify Honda Accord 2014 3.5 V6 in STU

Thank you for your letter. The car is already allowed, refer to Table B Alternate Table Allowance, must meet PWC VTS dated 2/5/16.

T2

1. #29994 (Timothy Myers) T2 Request Feedback on Audi TCR Street Tires
Thank you for your letter. In the interest of participation, we are considering including TCR cars in T1 for 2022.

T3

1. #30105 (Scotty White) T3 S550 Mustang
Thank you for your letter. This letter was placed prior to end of year adjustments. We believe later changes have addressed this.

Not Recommended

B-Spec

1. #30628 (Alex Ratcliffe) Request to Allow Alternative Shock for Mini Cooper (All Models)
Thank you for your letter. We do not see a need to allow alternative shocks at this time.

2. #30646 (Jerry Rigoli) Shocks and Suspension Rules
Thank you for your letter. We do not see a need to allow alternative shocks at this time.

3. #30655 (Steve Kaster) Request Removal or Enlargement of Restrictor for 2011-19 Fiesta
Thank you for your letter. We are still evaluating data for the BOP with the spec tire. No changes are recommended at this time. We will continue to monitor the race data.

4. #30658 (Andy Doyle) Ford Fiesta Restrictor Removal
Thank you for your letter. We are still evaluating data for the BOP with the spec tire. No changes are recommended at this time. We will continue to monitor the race data.

FF

1. #30693 (Bill Manofsky) Ambiguity in the compression ratio spec for the Kent engine
Thank you for your letter. The Club Racing Board does not recommend this change because the GCR's standard for calculating an engine's compression ratio already includes the volume above the top ring and below the top of the piston. Please see the definition of compression ratio in Appendix F (Technical Glossary) and Appendix G (Facts, Formulas, and Measurement Standards).

GT2

1. #30675 (Jozsef Petkes) 2020 Porsche GT4 Clubsport
Thank you for your letter. The Porsche GT4 Clubsport (982) is currently classified in GTX where the CRB feels it is properly classified.

GTL

1. #30576 (Robert Parks) Request to remove SIR restriction from Toyota 2TC in GTL
Thank you for your letter. Your request is not recommended, as all other 1500/1600 2V Cross Flow engines share the same 24.5mm SIR.

FP

1. #30777 (Keith Church) Weight reduction for FP Corolla
Thank you for your letter. The current classification appears to be reasonable. For further consideration, additional data needs to be provided and analyzed, including more on-track competition against other known classifications.

Prod General
1. #30762 (Daniel Snow) ALTERNATOR/GENERATOR RELOCATION
Thank you for your letter. This change is not recommended at this time.

SM
1. #30688 (Jim Drago) HOOSIER TIRE CONTINGENCY
Thank you for your letter. SMAC will continue to monitor the payouts of contingency tires throughout the 2021 season and will re-visit the payout towards the end of 2021 to investigate potential changes for 2022.

STU

1. #30694 (Jeff Cripe) Request Clarification
Thank you for your letter. This is a change from a single throttle body to individual throttle body, which does not meet class philosophy. Please refer to GCR section 9.1.4.1.B.3.

T1
1. #30577 (Mitchell Bender) Request to allow alternate material front fenders and doors
Thank you for your letter. The alternate fenders are permitted, but we do not wish to allow alternate material doors at this time.

2. #30664 (Michael Pettiford) Non-Aero Corvettes Too Slow!
Thank you for your letter. We have no data that would support the requested change.

T2
1. #30211 (Tim Myers) Recent Classification Responses in T2
Thank you for your letter. Please see the response to letter #29994 in current Fastrack.

T2-T4
1. #30324 (Michael Pettiford) Data from Road America for T3 Solstice GXP
Thank you for your letter. The car is currently classed in T2 and T3, and the committee has data that indicates that the cars are competitively equipped.

T3
1. #30151 (Charles Mack) Follow-Up to 29797 & 30144 - Porsche Spec Boxster Reclassify
Thank you for your letter. The Spec Boxster has received help in T3, and we do not feel that the car is a good fit in T4.

2. #30191 (Ben Slechta) 350Z HR Weight/Restrictor Plate Change Request
Thank you for your letter. Recent data from Majors races indicate that this car is capable of being competitive.

3. #30678 (David Karably) Porsche Cayman Tires
Thank you for your letter. 245 tires are the standard size for a T3 car of that weight. Recent wheel changes have been made.

T4
1. #30137 (Scotty White) 2011-14 V6 Mustang in T4
Thank you for your letter. This car is considered to be a contender in T3. It would not be a good fit in T4 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.

T1

1. #29970 (Hugh Stewart) Request BMW E46 M3 S54 engine stroker crank
In T1 Spec Lines, BMW E46, E46-M3, E36, E36-M3, Z3, change Min. Weight as follows:
"~~2600~~*2700*"

In T1 Spec Lines, BMW E46, E46-M3, E36, E36-M3, Z3, change Engine Notes as follows:
"The 3.4L (87.0 bore x 93.0 stroke) engine is permitted at ~~2650~~*2750* lbs. *Lang Racing Development S54-95MM-Stroker-CRK is permitted at 2850 lbs.* The M5 5.0L V8is permitted at 3500 lbs. 4.0L V8 permitted at 3200 lbs."

T2-T4

1. #29879 (Andrew Aquilante) Allow Radiator Ducting and Opening of Grills
In GCR, Section 9.1.9.2.D.8.a., add the following:
"*8. Exclusively for engine radiator cooling purposes, it is permitted to remove the outermost non-metallic webbed false grill openings that are closed in mesh style factory grill openings. Maximum allowable increase in grill opening area is 16 square inches. The modified grill opening mesh shape and contour must be retained as delivered from the manufacturer. This allowance does not permit modification to brake or intercooler grill openings. Note - It is the competitor's responsibility to be able to verify that 16 or fewer square inches have been removed.*"

Taken Care Of

B-Spec

1. #30568 (Michael Fox) Allow Mazda2 to run previous weight when using old header
Thank you for your letter. Pleases see race memo RM 21-02.

2. #30569 (Frank Schwartz) Mazda 2 Header/Weight
Thank you for your letter. Pleases see race memo RM 21-02.

F5

1. #30728 (Jack Walbran) Supplement to Letter #30712
Thank you for your letter. Please see the response to letter #30712 in the June 2021 Fastrack Technical Bulletin.

EP

1. #30722 (William Jarrell) Reclassify Daimler SP 250
Thank you for your letter. Please see response to letter #30721 in current Fastrack.

HP

1. #30776 (Keith Church) Supports weight reduction for H and F Prod 1600 Corolla
Thank you for your letter. Please see response to letter # 30525 in June 2021 Fastrack.

T2-T4

1. #30221 (Charles Mack) Follow up to SCCA Touring Letters nos. :30153 ; 30144 ; & 29797

Thank you for your letter. Please see letter #30144 in current Fastrack.

T3

1. #30153 (Charles Mack) Follow-up to 29797 & 30144 --Porsche Boxster Spec T3 Reclassify
Thank you for your letter. Please see letter #30151 in current Fastrack.

2. #30659 (Graham Partain) Spec Boxster Classification
Thank you for your letter. Please see the response to letter # 30144 in current Fastrack.

3. #30749 (Paul McNamara) Weight adder to be applied to the Mazda MX-5 Global Cup Miata ND2
Thank you for your letter. Please refer to letter #30730 in current Fastrack.

What Do You Think
None.

RESUMES
EV General
1. #30292 (Paul Messier) Preparing for Electrified Vehicles in Road Racing
Paul Messier has been added to the EV committee.

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Fastrack news
EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

DATE: June 18, 2021
NUMBER: TB 21-07
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 7/1/2021. 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. #30884 (Club Racing Board) B-Spec Mazda2 Header Update
RM 21-05. In B-Spec, Mazda2 10-14, add to the spec line notes as follows:
"*Header PN 0000-06-2410 allowed with a 70 lb. weight penalty.*"

Electric Vehicle
None.

Formula/Sports Racing
FA
1. #30717 (Formula/Sports Racing Committee) Update FA rules package
In FA, GCR section 9.1.1.A, make changes as follows:
"~~The SCCA shall publish Formula Atlantic Category Specifications containing~~*These preparation rules provide* the basic ~~officially recognized~~ specifications for ~~each~~ car*s* eligible to compete in the ~~Category during the calendar year~~*Formula Atlantic class*. ~~These classifications are listed in Table 2.~~ *Table 1 lists the approved engines and associated specifications for purpose-built and ex-pro Formula Atlantic cars. Table 2 (Spec Line Cars) lists other approved chassis and engine combinations with any exceptions to the basic specifications for the class.*"

In FA Table 1, change the Engine Notes as follows:
"(Notes apply only to ~~P~~*p*urpose-built and ~~E~~*e*x-~~P~~*p*ro *Formula* Atlantic cars ~~spec line~~ *and not to spec line cars* in Table 2)"

In FA Table 2, add the following:
"Table 2 *(Spec Line Cars)*"

In FA Table 2, remove the Purpose built and Ex-Pro Atlantic cars line in its entirety.

2. #30718 (Formula/Sports Racing Committee) Move Mazda MZR/Ford Duratec 2296cc and 2500cc to Table 2
In FA Table 2, add the following:

Table 2 (Spec Line Cars)						
Car	**Engine**	**Wheel Width (in) ± .060**	**Aero**	**Transmission**	**Weight**	**Notes**
Ralt RT40, Ralt RT41, Swift 008, and Swift 014 chassis only	*2.3 liter Mazda MZR/ Ford Duratec*	*(F) 10 (R) 14 Min. & 15 Max.*	*See FA rules*	*5-speed*	*1450*	*30mm SIR. Maximum compression permitted 14.0:1.*
Ralt RT40, Ralt RT41, Swift 008, and Swift 014 chassis only	*2.5 liter Mazda MZR/ Ford Duratec*	*(F) 10 (R) 14 Min. & 15 Max.*	*See FA rules*	*5-speed*	*1475*	*29mm SIR*

In FA Table 1, remove the Mazda MZR/Ford Duratec 2296cc line in its entirety.

In FA Table 1, remove the Mazda MZR/Ford Duratec 2500cc line in its entirety.

3. #30719 (Formula/Sports Racing Committee) Clean up Table 2 Mazda MZR 2.0L and Honda Civic K20Z3 spec lines
In FA Table 2, Mazda MZR 2.0 spec line, change as follows:
"5-speed ~~sequential~~"

In FA Table 2, Honda K20Z3 spec line, change as follows:
"5-speed ~~sequential~~"

FE
1. #30754 (Robey Clark) FE Tire Rule Changes
In FE, GCR section 9.1.1.I.2.M, make changes as follows:
"**WET**
Hoosier
Front: P/N: 44195 W3, 22.0 X 7.5-13 *(compliant through 12/31/2022)*
or P/N: 44196 W3, 22.0 X 8.0-13
Rear: P/N: 44217 W3, 22.0 X 9.0-13
~~a. A competitor shall start the race on at least 3 tires used in a qualifying session for the race as identified by markings made on the tires by a race official. It is the responsibility of the competitor to ensure that his or her tires are appropriately marked prior to (e.g. on the false grid), during, or immediately after (e.g. as the car leaves the track) a qualifying session.~~

~~b. For races with more than one qualifying session, a competitor shall start the race on any 3 or 4 marked tires from any qualifying session for the race.~~

~~c. If a competitor chooses to start the race on any more than one tires that was not used in a qualifying session for the race and not appropriately marked, the competitor shall forfeit his or her grid position and start from the back of the grid. This forfeiture of grid position shall not apply if all qualifying sessions for the race were run under rain or wet conditions.~~

~~d. A complete set of four (4) rain or wet track tires may be used at the competitor's discretion for any race. Rain tires may be in new or used condition and require no special marking if used as a complete set of four.~~

~~e~~*a*. The use of tire warmers or cooling methods other than natural air convection or conduction is prohibited. The penalty for violation will be the loss of qualifying times and/or the disqualification of race results."

2. #30792 (Robey Clark) Radiator Screens Clarification
RM 21-04. In FE, GCR section 9.1.1.I.2.F.e, change as follows:
"Radiator screens are allowed and recommended. Screens may ~~be placed no~~*not protrude* more than ¼ inch ~~from~~*in front of* the *outside* vertical plane of ~~the front of~~ the sidepods."

GCR
GCR
1. #30752 (Club Racing Board) GCR Compression Ratio Definition and Calculation
In GCR Appendix G, Section 1., add the following:
"*Compression ratio = V1 + V2*
V2
Where V1 is total volume of one cylinder: sum of swept plus unswept volumes.
V2 is enclosed volume existing in a cylinder/cylinder head with the piston at its closest approach to the cylinder head."

General
None.

Grand Touring
GT2
1. #30472 (Marvin Epps) Porsche Cayman Engine Modification and Engine Request
In GT2-ST, Porsche Cayman (05-15), change Notes as follows:
"~~65~~*75*mm Flat Plate Restrictor @ 2700lbs. *No variable valve timing and no direct injection. 4.2 70mm flat plat restrictor 2700 lbs.*"

2. #30565 (Scotty B White) Request weight clarification Viper CC
In GT2/ST Spec Lines, Dodge Viper, incl Comp Coupe, ACR/ ACR-X - 8300, change Min. Weight as follows:
"3275
VRL Spec -100lbs"

3. #30641 (Scott Sanda) Variance, 2021 TA2 Rules vs GCR Appendix L
In GCR, Appendix L., add the following:
"APPENDIX L: 2013 TA2 TECHNICAL REGULATIONS
Cars must comply with Appendix L. (prior generation TA2 rules) or current Trans Am rules at 2930 lbs. Tire make/size are free."

GT3
1. #30611 (Matt Wolfe) Request to Permit FP cars in GT3
In GCR, Section 9.1.2.F.3. add the following:
"*8. Current FP spec line cars may compete in GT3 as long as they maintain their full FP rule set.*"

GTL

1. #30482 (Joe Harlan) Request clarification for the Honda B18a,bVS B18c
In GTL Engines - HONDA, change Split B18 as follows:

GT Engines - HONDA

Engine Type	Bore x Stroke (mm)	Disp. (CC)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
DOHC	*81.0 X 87.2*	1797	Alum, Crossflow	4	22.5mm SIR	2050	
DOHC	*81.0 x 89.0*	*1834*	*Alum, Crossflow*	*4*	*22.5mm SIR*	*2065*	

2. #30504 (Jameson Savage) Request to Allow Hood Bulge on Nissan B13 Sentra
In GTL Spec Lines, Sentra (B13), add to Notes as follows:
"*May have hood bulge (Max. of 1.5"H x 10.0" L x 6.0 W)*"

3. #30582 (Jacob Lueder) Request BMW E21 Classing
In GT Cars - BMW, add the following:

GT Cars - BMW

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
E21	*1975-1983*	*2 dr. Sedan*	*RWD*	*100.9*	

GTX

1. #30481 (Diego Grullon) Request classification of Grullon
In GTX Spec Lines, classify Grullon, as follows:

GTX -

Make	Homologation	Model	Restrictor (mm)	Weight (lbs)	Notes
GRULLON		*GT*	*Unrestricted*	*2350*	*Must comply with factory specifications, must have factory spec manual in possession at each event.*

Improved Touring

None.

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Production

1. #30392 (Larry Svaton) Lotus/Caterham 7 America Request
In EP Spec Lines, Lotus / Caterham 7 America, change as follows:
Carburetor No. & Type: "~~IT fuel injection prep~~*Fuel injection*"

Notes: "~~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.~~"

2. #30721 (William Jarrell) Reclassify Daimler SP 250
In EP Spec Lines, classify Daimler SP 250, as follows:

EP	Prep. Level	Weight (lbs)	Engine Type	Bore x Stroke mm/(in.)	Displ. cc/ (ci) (nominal)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/ (in.)	Carb. No. & Type	Wheel-base mm/(in.)	Track (F/R) mm/(in.)
Daimler SP 250	*1*	*2165*	*8 cyl OHV*	*76.2 x 69.9 (3.00 x 2.75)*	*2548 (155.5)*	*Iron*	*Alum*	*(I) 38.1 (1.50) (E) 36.6 (1.44)*	*(2) 1.75" SU or Stromberg.*	*2337 (92.0)*	*1384 / 1308 (54.5 / 51.5)*

Wheels (max)	Trans. Speeds (max)	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Fuel Injected Equipped Throttle Body Inside Diameter (mm) +/- .25mm	Notes:
15x7	*4*	*(F) 267 (10.5) Disc (R) 254 (10.0) Disc*		*N/A*	*Laycock overdrive, may use 5 speed gearbox w/o overdrive.*

FP

1. #30711 (Daniel Snow) Fiat x1/9 Competition Adjustments
In FP Spec Lines, change the Base Weight as follows:
Fiat X-1/9 & Bertone 1300: "~~1715~~*1665*"

Fiat X-1/9 & Bertone: "~~1815~~*1765*"

1. #30588 (Steve Steeb) Request to classify ITC Plymouth Arrow
In HP Spec Lines, classify Plymouth Arrow, as follows:

HP	Prep. Level	Weight (lbs)	Engine Type	Bore x Stroke mm/(in.)	Displ. cc/ (ci) (nominal)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/ (in.)	Carb. No. & Type	Wheel-base mm/(in.)	Track (F/R) mm/(in.)
Plymouth Arrow (76-80)	*2*	*1800 * 1845 ** 1890*	*4 cyl OHV*	*77.0 x 86.1 (3.03 x 3.39)*	*1598 (97.52)*	*Iron*	*Alum*	*(I) 38.0 (1.50) (E) 32.4 (1.28)*	*(1) 40 DCN, DNCF, IDF w/32mm chokes.*	*2339 (92.1)*	*1300 / 1270 (51.2 / 50.0)*

Wheels (max)	Trans. Speeds (max)	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Fuel Injected Equipped Throttle Body Inside Diameter (mm) +/- .25mm	Notes:
13x6	*5*	*(F) 229 (9.0) Disc (R) 229 (9.0) Disc*		*N/A*	*Comp. Ratio limited to 11.0:1. Valve lift limited to .450".*

2. #30661 (David Vestrand) Reclassification of the 1984/85 BMW 318i from FP to HP
In HP Spec Lines, classify *BMW 318i/is E30 (84-85), as follows:*

HP	Prep. Level	Weight (lbs)	Engine Type	Bore x Stroke mm/(in.)	Displ. cc/ (ci) (nominal)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/ (in.)	Carb. No. & Type	Wheel-base mm/(in.)	Track (F/R) mm/(in.)
BMW 318i/is E30 (84-85)	*2*	*2200 * 2255 ** 2310*	*4 cyl SOHC*	*89.0 x 71.0 (3.50 x 2.80)*	*1797 (109.7)*	*Iron*	*Alum*	*(I) 44.0 (1.73) (E) 38.0 (1.50)*	*Fuel Injection.*	*2570 (101.2)*	*1499 / 1506 (59.0 / 59.3)*

Wheels (max)	Trans. Speeds (max)	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Fuel Injected Equipped Throttle Body Inside Diameter (mm) +/- .25mm	Notes:
15x7	*5*	*(F) 261 (10.3) Disc (R) 229 (9.0) Disc*		*Stock throttle body I.D.*	*Comp. Ratio limited to 11.0:1. Valve lift limited to .425". Trunk mounted fuel cell allowed.*

Spec Miata
None.

Super Touring
STU
1. #30696 (Patrick Lipsinic) STU Fender flares
In STU, Section 9.1.4.1.A.4., change as follows:
"The flar~~ing~~*e* of the exterior contour of any wheel opening~~s~~ *may not* change the wheel opening size, location or shape when viewed from the side. *The overall vehicle width may not exceed the manufacture's published width, plus 4".*"

2. #30751 (christopher harris) Request weight reduction for 12A bridgeport motor in Miata
In STU Spec Lines Table B, Mazda 12A Street Port, change Notes as follows
"Induction: 1 Nikki 4 barrel carburetor with primary chokes bored to match secondary chokes on a stock manifold, or 1 Auto-type 2 barrel carburetor with ~~42mm chokes~~ on a "dual-y" manifold."
In STU Spec Lines Table B, Mazda 12A Bridge Port, change weight as follows:
"~~2550~~*2350*"

Touring
T1
1. #29968 (Scotty White) Request BoP for the Viper in 1 LP
In T1-LP Spec Lines, Dodge Viper SRT-10 Incl. Coupe (08-10), change Notes as follows:
"~~45mm~~57mm"

2. #30074 (Matthew Henschen) LS6 Alternative Head Question
In T1 Spec Lines, Chevrolet Corvette Cadillac XLR, add to Chassis Notes the following:
"*Casting #799 heads are permitted on LS6 engines, no other modifications to the head allowed.*"

T2
1. #30406 (John Paul Jose) Request
In T2 Spec Lines, BMW M2 CS Cup 2020-, change Weight as follows:
"36~~25~~*00*"

In T2 Spec Lines, BMW M2 CS Cup 2020-, add to Notes the following:
"*It is mandatory to run the "Purple" power stick #TBD. Hot country package allowed including part numbers: (aKMK LH 17 10 8342846 1, aKMK RH 17 10 8328139 1, 17 10 8328135 1, 17 10 8328136 1, 17 10 8328137 1, 17 10 8328138 1, ISO7380-2 M5X14 10.9 ZNSW 17 10 8436008 2, 17 10 8417424 1.)*"

T3
1. #30144 (Charles Mack) Follow-up to letter 29797-Porsche Spec Boxster in T3 Adjustment
In T3 Spec Lines, Porsche Spec Boxster, change Weight as follows:
"~~2600~~*2550*"

2. #30677 (David Karably) Wheel Size
In T3 Spec Lines, Porsche Cayman (06-08), change Wheel Size as follows:
"18 x ~~*8*~~*9*"

3. #30730 (Darryl Pritchett) Request weight adder to be applied to the Global Cup Miata ND2
In T3 Spec Lines, Mazda MX-5 Global Cup Miata (2016-2019) ND2, change as follows:
"Mazda MX-5 Global Cup Miata (2016-20~~19~~*21*) *ND1,* ND2"

In T3 Spec Lines, Mazda MX-5 Global Cup Miata (2016-2019) ND2, add to Notes the following:
"*ND2s with sequential gearbox allowed +100 lbs.*"

T4
1. #30645 (chi ho) Wrong Part Number on 320i Spec Line
In T4 Spec Lines, BMW 320i (14-15), change Notes as follows:
"~~20121.140~~*E10-20-031-01-22*"

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COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Marc Cefalo vs. SOM COA Ref. No. 21-04-SE
May 28, 2021

FACTS IN BRIEF

Following the Sunday, April 11, 2021, Group 2 race of the Hoosier Racing Tire Super Tour Spring Sprints at Virginia International Raceway, Race Director (RD) Doug Nickel filed a Request For Action (RFA) seeking investigation of contact between Spec Miata (SM) #149, driven by Peter Ensor, and SM #04, driven by Marc Cefalo, and a determination whether a violation of General Competition Rules (GCR) 6.11.1. (On Course Driver Conduct) occurred.

The Stewards of the Meeting (SOM) George DeLong, Jr., Bob Gardner, and Scott Malbon (Chairman) met to hear and rule on the RFA. The SOM interviewed both drivers and reviewed the race log, the written Driver Letter, and available video. The SOM determined the contact causing SM #04 to spin and impact the tire wall was unavoidable and took no further action.

Mr. Cefalo appealed the decision.

DATE OF THE COURT

The SCCA Court of Appeals (COA) Jack Kish, Pat McCammon, and Laurie Sheppard (Chairman) met on May 20, 2021, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. SCCA Court of Appeals Request Confirmation, received April 14, 2021.
2. Appeal letter from Marc Cefalo, received May 14, 2021.
3. Official Observer's Report and related documents, received May 14, 2021.
4. Video from SM #04 (front-facing), SM #04 (rear-facing), and SM #149 (front-facing) reviewed by the SOM, received May 14, 2021.
5. Additional video link provided by Mr. Cefalo from SM #13, received May 14, 2021.
6. Photo provided by Mr. Cefalo, received May 14, 2021.

FINDINGS

Mr. Cefalo provided an additional in-car video from a trailing car (SM #13) as new evidence to support his appeal. He asserts Mr. Ensor did not control his car and made contact with the rear of SM #04 several times, thus violating GCR 6.11.1.A. (Avoid contact).

The COA reviewed all available video, a photo of damage to the right side of SM #04, and documentary evidence included with the Observer's Report. The race log shows the race began at 9:50 am and after a multicar incident, went full course yellow at 9:56 am. The incident between SM #04 and SM #149 occurred shortly after the race restarted following a lengthy caution period. The large field was tightly compressed through the first few turns. Mr. Cefalo was on the right side of the track approaching right-hand Turn 6 with another SM to his immediate left. The proximity of the car to his left forced Mr. Cefalo to keep a tight inside line and reduce his speed. Mr. Ensor was following closely behind and more than once made light contact with Mr. Cefalo's rear bumper. When Mr. Cefalo touched his brakes at the apex of the turn, Mr. Ensor was unable to react quickly enough to avoid contact. The contact caused SM #04 to spin off course to driver's right and heavily impact the tire wall.

After viewing all video evidence, the COA determined multiple factors contributed to this incident, including the tightly crowded field, the long caution period, the car to Mr. Cefalo's left compressing his racing room, Mr. Cefalo touching his brakes in an atypical location, and the contact by Mr. Ensor. However, the COA is unable to assign sole responsibility to any one factor or driver. The court does not find compelling evidence that the SOM reached an incorrect conclusion. All drivers are equally responsible for avoiding contact and providing racing room to fellow competitors under close racing conditions.

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

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COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Brian T. Haupt vs. SOM COA Ref. No. 21-05-MW
May 28, 2021

FACTS IN BRIEF

After the Hoosier Super Tour Group 5 race at Hallett Motor Racing Circuit on Sunday, April 18, 2021, Assistant Chief Steward (ACS) Gerald Wannarka submitted a Request for Action (RFA) to the Stewards of the Meeting (SOM), requesting they investigate an incident in which Grand Touring 3 (GT3) #15, driven by Brian Haupt, lost control, sliding off the racing surface and into the Turn1 flag station barrier.

The Stewards of the Meeting (SOM) Orval Brown, Tom Brown, and Art Tapley (Chairman) met to investigate the RFA. The SOM interviewed Mr. Haupt and heard or reviewed other witness statements. The SOM determined Mr. Haupt failed to regain control of the vehicle, endangering competitors and corner workers. They considered his driving to be reckless and dangerous in violation of GCR 2.1.4. (Driving Recklessly or Dangerously) and suspended his Competition License for three (3) months with six (6) points against his license.

Mr. Haupt appealed the decision.

DATES OF THE COURT

The Court of Appeals (COA) Costa Dunias, Pat McCammon and Jack Kish (Chairman) met on May 13, 2021 to review, hear, and render a decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Brian T. Haupt, received April 23, 2021.
2. Email from Safety Steward, Bob Herman, received May 5, 2021.
3. Official Observer's Report and related documents, received May 5, 2021.
4. Photos from Safety Steward Bob Herman, received May 5, 2021.
5. Photos from Mr. Haupt, received May 5, 2021.

FINDINGS

In his appeal, Mr. Haupt referenced photos taken by the Safety Steward of a damaged right front suspension component, which he stated may have failed and caused the initial loss of control. On the straight, before the Start stand, GT3 #15 dropped two right wheels off track. During his interview with the SOM, Mr. Haupt stated he did not brake and continued to accelerate until his impact with the barrier shielding the flag station for Turn 1. He attempted to regain control only by steering. He stated he thought there was

no problem with either the brakes or steering. The SOM noted Mr. Haupt did not have a forward-facing camera as required for all Hoosier Super Tour events (GCR 9.3.11.A. Camera & Camera Mounts).

The COA reviewed the documentation provided by the SOM, including witness statements and the SOM's deliberation report. While attempting to gain control, Mr. Haupt's car went four wheels off in the grass. As his car came back onto the paving it veered left, crossed the racing surface, and impacted the barrier shielding the flag station for Turn 1. Due to the significant damage to the right front of GT3 #15 after impacting the barrier, the COA could not determine whether the right front suspension component failed prior to the car leaving the racing surface or was damaged by the contact with the barrier.

While not intentional, Mr. Haupt's failure to control his car created a dangerous situation when he crossed the track in traffic and impacted the barrier protecting flag and communications workers. The COA finds Mr. Haupt in violation of GCR 2.1.4. (Reckless or Dangerous Driving.)

DECISION

The COA modifies the penalty from Suspension to Probation for the original period of three (3) months. Mr. Haupt must report to the Chief Steward or Race Director at each race he enters, and his actions will be observed and evaluated. The COA also reduces the points on Mr. Haupt's Competition License from six (6) to three (3). Mr. Haupt's appeal is well founded and his appeal fee, less the administrative portion retained by the SCCA, will be returned.

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COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Dennis Marklein vs. SOM COA Ref. No. 21-06-CN
June 4, 2021

FACTS IN BRIEF
Following the Sunday, May 2, 2021, Group 3 race of the Mark Amenda Memorial Majors at Blackhawk Farms Raceway, Assistant Chief Steward (ACS) Ann Hefty filed a Request For Action (RFA) seeking investigation of contact between Formula Enterprises 2 (FE2) #22, driven by Dennis Marklein, and FE2 #35, driven by John Witherspoon, and a determination whether a violation of General Competition Rules (GCR) 6.11.1.A. through D. (On Course Driver Conduct) occurred.

The Stewards of the Meeting (SOM) David Karling, John Maurus, and John Hertsgaard (Chairman) met to hear and rule on the RFA. The SOM interviewed both drivers, heard or reviewed other witness statements, and reviewed all available video. The SOM determined Mr. Marklein violated GCR 6.11.1.A. (Avoid contact) and 6.11.1.C. (One safe protective move) and assessed a penalty of Reprimand and one penalty point on Mr. Marklein's competition license.

Mr. Marklein appealed the decision.

DATE OF THE COURT
The SCCA Court of Appeals (COA) Tom Campbell, Costa Dunias, and Laurie Sheppard (Chairman) met on May 27, 2021, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. SCCA Court of Appeals Request Confirmation, received May 10, 2021.
2. Appeal letter from Dennis Marklein, received May 21, 2021.
3. Official Observer's Report and related documents, received May 21, 2021.
4. Video from FE2 #22, FE2 #35, and FE2 #15 reviewed by the SOM, received May 21, 2021.
5. Photos and analysis provided by Mr. Marklein, received May 21 and 22, 2021.

FINDINGS
Mr. Marklein provided several photos of the damage to his car, and in his appeal letter, asserted he was on the inside of the turn, ahead of Mr. Witherspoon, when he was hit in the left rear tire and wing. He further stated, "I finished my braking and was ready to turn-in. I was 3/4 past the car on my left, my cockpit forward of his cockpit."

The COA reviewed and analyzed all available video evidence and witness statements. Nearing the end of lap one, Mr. Marklein passed FE2 #15, driven by Alex Conger, whose video provided a view of Mr. Witherspoon and Mr. Marklein entering Turn 1. Mr. Marklein's in-car video malfunctioned and did not capture the critical moments leading up to the contact. Mr. Witherspoon was on the extreme left side of the track approaching Turn 1 at the start of lap two. Mr. Marklein was traveling at a greater speed and closing rapidly as Mr. Witherspoon reached his turn in point. Mr. Witherspoon began to turn toward the apex before Mr. Marklein initiated his pass. As Mr. Marklein drew fully alongside, Mr. Witherspoon attempted to provide racing room, but Mr. Marklein had not yet begun to turn to the apex, and Mr. Witherspoon's right front wheel intersected with Mr. Marklein's left rear wheel.

The COA finds Mr. Marklein is responsible for the incident but disagrees with the GCR sections cited by the SOM. The COA finds Mr. Marklein violated GCR 6.11.1.D. (Passing responsibilities) which states, "The overtaking driver is responsible for the decision to pass another car and to accomplish it safely." By initiating his pass after Mr. Witherspoon had already turned toward the apex, Mr. Marklein was also responsible for the contact, in violation of 6.11.1.A. (Avoid Contact.) The court does not find Mr. Marklein, as the overtaking car, violated 6.11.1.C. (One safe protective move.) The penalty assessed by the SOM was within the authorities granted in GCR 7.2. and will not be modified.

DECISION
The COA upholds the SOM decision with the modification of the violation references. Mr. Marklein's appeal is well founded, and his appeal fee, less the administrative portion retained by SCCA, will be returned.

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CLUB RACING BOARD MINUTES | July 6, 2021

The Club Racing Board met by teleconference on July 6, 2021. Participating were Peter Keane, Chairman; David Arken, David Daughtery, Jim Goughary, John LaRue, Paula Hawthorne, Sam Henry, Tom Start and Shelly Pritchett, secretary. Also participating were: Chris Albin and Dayle Frame, 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

General

1. #31038 (Club Racing Board) MA 21-04 Non-Compliant Harnesses from SLAPCO

MA 21-04

Notice of Counterfeit SFI Labels on Driver Restraints Sold by SLAPCO through Ebay.com

Please note that SFI has found harnesses sold by Slapco which bear counterfeit SFI labels stating that the manufacturer certifies that their products meet the applicable SFI Specs. Slapco harnesses have not been submitted for testing by SFI, and Slapco is not enrolled in any SFI program.

It should be noted that for any spec program, certification that products meet the minimum standards is made by the submitting manufacturer. Products are NOT certified, endorsed, or approved by SFI.

Necessary measures should be taken to ensure that items purchased from this source are not allowed to be used where compliance with the relevant SFI Specifications are required. Please contact SFI with any concerns or inquiries about questionable product.

Counterfeit products may appear with or without brand names. Genuine SFI conformance labels contain hidden security features and slightly different fonts and materials, but the following illustrations should assist in visually identifying the affected parts:



No Action Required

AS

1. #30637 (Drew Cattell) Fuel Cost Savings Initiative

Thank you for your letter. Fuel specifications are Included in the General competition rules and are not part of individual class rule sets.

2. #30735 (Nathan McBride) Request Pontiac GTO BOP
Thank you for your letter. Discussion has occurred with the letter writer regarding the various aspects of the GTO and its competitiveness. Subsequent letters have been written and will be reviewed regarding individual topics/modifications.

EV General
1. #30705 (Robert Jacobsen) EVAC PLANNING
Thank you for your letter. This committee has been formed to specifically address concerns and questions along the line and similar to what your letter addresses. Moving forward, the goal is to answer all of the EV questions with a series of specific protocols to address every SCCA program, event and venue.

2. #30706 (Bruce Kosakoski) EV Advice for the committee
Thank you for your letter. This committee has been formed to specifically address concerns and questions along the line and similar to what your letter addresses. Moving forward, the goal is to answer all of the EV questions with a series of specific protocols to address every SCCA program, event and venue.

3. #30708 (Charles Greenhaus) Electric advisory board
Thank you for your letter. This committee has been formed to specifically address concerns and questions along the line and similar to what your letter addresses. Moving forward, the goal is to answer all of the EV questions with a series of specific protocols to address every SCCA program, event and venue. We are aware of the class referenced and may reach out to you as needed.

4. #30709 (Frank Chambers) Recommended Member
Thank you for your letter. Please have Bob Stratton submit a resume at CRBSCCA.com.

5. #30710 (Gerry Coeppicus) Request to Join EV Committee
Thank you for your letter. Please submit your resume at CRBSCCA.com.

6. #30733 (Shane Weckerly) EV Advisory Board addition
Thank you for your interest in being involved and offering technical and professional support. It is very exciting to see the high level of interest the announcement of the SCCA EV Team is generating and it exciting to have offers of assistance from major companies involved in the EV Business. As we move forward we will be determining how best to ask for and use your expertise.

7. #30738 (Doug Hill) Request to be on EV committee
Thank you for your letter. Please submit your resume at CRBSCCA.com.

SR General
1. #30845 (Simon Wylangowski) Request to Classify RUSH SR-1
Thank you for your letter. The Club Racing Board will consider classifying the RUSH SR-1 in the P2 class upon receiving proof of compliance with GCR section 9.4.5 (Roll Cages for Formula Cars and Sports Racing Cars) and other applicable safety regulations.

GCR
1. #30566 (Scotty B White) COTA Super Tour Speed Trap thoughts
Thank you for your letter. Your information will be shared with all Class Category Advisory Committees.

2. #30823 (Matt Clark) Request data logging streaming/telemetry
Thank you for your letter. There are only a few specific classes (FE, FE2, ESR) that preclude the use of telemetry, all other classes are not prevented from using this technology.

GTL

1. #30763 (Chris Doodson) Request Honda B16A engine
Thank you for your letter. Parts may be interchanged as long as no modifications to either block or Cylinder head are necessary for fitment. VVT is not permitted.

2. #30778 (Lans Stout) Opposes the rotary SIR adjustment
Thank you for your letter. To date the only data that has been collected via SCCA data boxes was on Saturday 5-15-2021. During that session the Mazda's were third fasted in almost all sectors. Based on this data an adjustment is not warranted at this time. The CRB will continue to monitor the class.

3. #30784 (Joe Huffaker) Request rules adjustment for equality
Thank you for your letter. Please see response to letter #30778 in current Fastrack.

4. #30786 (Tim Linerud) Mazda +2mm SIR
Thank you for your letter. Please see response to letter #30778 in current Fastrack.

5. #30797 (Lans Stout) Follow up to my letter #30778
Thank you for your letter. Please see response to letter #30778 in current Fastrack.

6. #30802 (Brian Linn) GTL Parity
Thank you for your letter. Please see response to letter #30778 in current Fastrack.

7. #30807 (Scott Twomey) Request to Repeal Mazda +2mm, and Honda Adjustments
Thank you for your letter. Please see response to letter #30778 in current Fastrack.

8. #30839 (Kenneth Gassin) Clarify Mazda 12a engine spec line
Thank you for your letter. Please see response to letter #30778 in current Fastrack.

9. #30841 (Michael Helm) 9.1.2 GTL Spec Line Mazda 12A SIR incorrect
Thank you for your letter. Please see response to letter #30778 in current Fastrack.

ITS

1. #30674 (Thomas Christen) Restrictor Plate on 325is
Thank you for your letter. Yes, your understanding of the current spec line is correct. If you would like to request a change please submit a letter with supporting documentation to that effect.

T3

1. #29490 (Eric Rockwell) Request automatic transmission for 09-12 Porsche Cayman 2.9
Thank you for your letter. TAC has made multiple attempts to contact letter writer, who has failed to respond.

Not Recommended

B-Spec

1. #30676 (James Rogerson) Car Preparation E
Thank you for your letter. The advisory committee feels it is fine to leave the wording the rulebook. In case any other car gets added in the future the intentions is still to have things approved by the committee and CRB.

2. #30755 (Charles Davis) Request Radiator Replacement
Thank you for your letter. This is not in line with the intention of the class. The cars are to remain stock and if aftermarket parts are needed for reliability, performance or access reasons they should be requested and added to each spec line.

F5

1. #30854 (Christopher Basela) F5 HO engine addition
Thank you for your letter. The Club Racing Board does not recommend this change. Dyno data for the Rotax 593 HO and non-HO engines does not show a ten horsepower difference between the engines, and on-track data obtained at the 2020 National Championship Runoffs and the 2021 June Sprints Super Tour event does not support removal of the 593 non-HO's intake restrictors.

2. #30865 (Wiley McMahan) Update rule for shifting mechanisms
Thank you for your letter. The Club Racing Board does not recommend this change. Please see the response to letter #30871 in this Fastrack's Technical Bulletin.

3. #30866 (Wiley McMahan) Matching weight
Thank you for your letter. The Club Racing Board does not recommend this change. On-track data obtained at the 2020 National Championship Runoffs and the 2021 June Sprints Super Tour event does not support a reduction of the minimum weight for 600cc motorcycle engine cars. The Club Racing Board will continue to monitor class performance and make appropriate, data-based adjustments as necessary.

4. #30957 (Steve Jondal) Request for Weight Adjustments in F5
Thank you for your letter. The Club Racing Board does not recommend these changes. The Rotax 593 HO's minimum weight was recently established using comparative dyno data for the 593 HO and 593 non-HO engines, and time needs to be afforded this determination in order to meaningfully evaluate the 593 HO's competitiveness relative to the other platforms. On-track data obtained at the 2020 National Championship Runoffs and the 2021 June Sprints Super Tour event does not support the requested weight reduction for the Rotax 593 non-HO platform.

P1

1. #30787 (Johnnie Crean) Please Allow 1180 Pound Stohr More Air to Equalize Acceleration
Thank you for your letter. The Club Racing Board does not recommend this change. On-track data obtained at the 2021 June Sprints Super Tour event confirms that the referenced Stohr has no deficit in low-speed, medium-speed, or high-speed acceleration rate as compared to the 2.5 liter Elan DP02 platform. Any deficits in the Stohr's lateral acceleration and braking performance, whether the result of chassis setup or driver input, would not be eliminated by increasing the size of the car's intake restrictor. Adjustments or changes to reduce or eliminate cornering and braking deficits are the responsibility of the competitor and are not subject to the SCCA's Balance of Power (BoP) process.

GCR

1. #30766 (Joel Harleman) Camera and video issues
Thank you for your letter. The Executive Stewards continue to monitor the implementation of the use of forward facing cameras, and will be developing some procedures on how to handle lack of video in a more positive way than penalties.

2. #30768 (Daniel Snow) Brake Lamp Check
Thank you for your letter. Due to staffing limitation at Grid around the US, it is a rule that could be non-enforceable. The corners are really good at identifying cars that do not have working brake lights and calling them in for follow up.

ITA

1. #30265 (Steffen Clark) Request weight change for ITA 1.6 Miata
Thank you for your letter. We believe that the 1.6L NA Miata's minimum weight specification is appropriate as currently classified.

ITS

1. #30744 (Kevin Koelemeyer) Request weight off NC MAZDA
Thank you for your letter. The NC Miata is competitive as classed at its current weight.

SM

1. #30616 (Jim Drago) Cam Timing/Reluctor Wheel on VVT
Thank you for your letter. Please see updated Camshaft Profile Data sheet Revision #4 dated 5/11/21, which now has a location and tolerance for the reluctor wheel on the camshaft.

2. #30835 (CHRIS LEFFERDINK) Request to allow a spec aftermarket ECU
Thank you for your letter. Aftermarket ECU's are not part of the current class philosophy.

SP

1. #30725 (Greg Ditch) Request classification of an El Camino in Super Production
Thank you for your letter. The vehicle described does not fit within the Improved Touring class philosophy. Improved Touring classes that are listed in the GCR do not allow engine swaps for example. We would recommend working with the region in which you intend to race in order to find an optional regional class for the car to run. Your regions comp board should be able to help you find a group to run with. The Chicago Region competition board chairman is George Laws as identified on the Chicago Region SCCA website.

STU

1. #30886 (Darin Treakle) STU Wheel change request
Thank you for your letter. This request is not recommended 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.

GCR

1. #30804 (Gary D'Abate) Official Scales, 5.9.4
In GCR, Section 5.9.4.C.2., change as follows:
"Use at the track of calibration weights, totaling 100 pounds up to 250 pounds total as recommended by the scale manufacturer, or minimum 250 pounds total if no recommendation is provided by the scale manufacturer for individual ~~wheel~~ scales; minimum 750 pounds total for platform scales."

Taken Care Of

None.

What Do You Think

None.

RESUMES

None.

Fastrack news official SCCA member notification
EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

DATE: July 20, 2021
NUMBER: TB 21-08
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 8/1/2021. 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.

Electric Vehicle
None.

Formula/Sports Racing
F5
1. #30871 (Formula/Sports Racing Committee) Clarify allowable assisted shifting systems
In F5, GCR section 9.1.1.D.6.B.4, make changes as follows:
"All gear changes must be initiated and ~~made~~*completed* by the driver. Only mechanical gear shifting mechanisms are permitted. This may include cables, rods, or other mechanical linkage systems. All other shifting mechanisms are not permitted. This prohibition shall include electric solenoid shifters, air-shifters, ~~etc.~~*and other devices not mechanically actuated and controlled completely by the driver.* Devices that allow pre-selected gear changes *and closed-loop systems that use feedback from sensors to vary the timing of the gear selection process* are also prohibited.

Devices that interact with the throttle, ignition, or fuel system during a shift operation (for example: ignitions cuts, flat shifters, blippers) are permitted, but no such devices shall remove the driver's control of the gear change initiation, gear selection or completion. The burden of proving that a device is in compliance with this rule shall be upon the competitor."

2. #30976 (Jim Murphy) Request to correct terminology
In F5, GCR section 9.1.1.D.1, change as follows:
"A class for single seat, open wheel, ~~rigid~~*limited* suspension race cars using either a snowmobile-derived engine and drive components or a 600cc motorcycle engine."

FA
1. #30822 (Formula/Sports Racing Committee) Move Toyota 1800 to Table 2
In FA Table 2, add the following:

Table 2 (Spec Line Cars)						
Car	**Engine**	**Wheel Width (in) ± .060**	**Aero**	**Transmission**	**Weight**	**Notes**

Ralt RT40, Ralt RT41, Swift 008, and Swift 014 chassis only	*Toyota 4A-GE 1800*	*(F) 10 (R) 14 Min. & 15 Max.*	*See FA rules*	*5-speed*	*1280*	

In FA Table 1, remove the Toyota 4A-GE 1800 line in its entirety.

2. #30939 (Formula/Sports Racing Committee) E&O Swift 016 wheel width reference
In FA Table 2, Swift 016 2.3 liter Mazda MZR/Ford Duratec spec line, change as follows:
"(F) 10 (R) 14 Min. & 15 ~~in~~ Max."

In FA Table 2, Swift 016 2.5 liter Mazda MZR/Ford Duratec spec line, change as follows:
"(F) 10 (R) 14 Min. & 15 ~~in~~ Max."

FX
1. #30950 (Robert Wright) Rules Adjustment
In FX Table 1, USF2000 Tube Frame spec line, change the notes as follows:
"Car must comply with FRP MAZDA MZR F2000 Technical Specifications (2018) *found here,* https://www.scca.com/pages/technical-forms-and-downloads, *with the following exceptions.* ~~except that a~~*A*ny Hoosier radial tire measuring 20.5 x 7.0 x 13 (front) and 22.5.x 8.0 x 13 (rear) may be used. *Spec sealed Dynamics 1640 shock absorbers may be replaced with any shock absorber that complies with the current FC rules. Spec PFC brakes may be replaced with Wilwood Calipers No. 120-13863-N (right) and No. 120-13864-N (left) and Wilwood Pad No. 150-14781K. Spec Mazda spark plugs may be replaced with Bosch spark plug Part No. F 000 KEO P45 7ZB.*"

P1
1. #30890 (Formula/Sports Racing Committee) Add 1355cc spec line
In P1 engine table, change as follows:

P1 Engine Table

Spec Line	Engine Series	Max. Displ (cc)	Max. Valves / Cyl.	Req'd Restrictor	Min Weight (lbs)	Notes
C	*4 cycle Motorcycle Based*	*1355*	*4*	*None Required*	*1075*	
~~C~~ *D*	4 cycle Motorcycle Based	1455	4	38mm flat plate intake restrictor	1100	~~FPIR not~~*No restrictor* required at 1150 lbs. min. wt. ~~1355cc max. may run without FPIR at 1075 lbs. min. wt.~~

P2
1. #30856 (Club Racing Board) F5 P2 Conversion
In P2 Table 1, AMAC, Asteck, Cheetah, Decker, Fox, LeGrand, Converted F5 cars spec line, change the notes as follows:
"Converted F5 cars must *retain suspension compliant with F5 requirements and* meet all P2 non-spec line requirements except minimum width is 55 inches."

2. #30859 (Formula/Sports Racing Committee) Clarify minimum body width requirement
In P2, GCR section 9.1.8.D.D.3, add the following:
"The minimum body width between the front and rear wheels *as viewed from above* shall not extend inwards beyond a vertical plane connecting the centerlines of the front and rear tires."

SRF

1. #30849 (Robey Clark) SRF Wet Tires
In SRF, GCR section 9.1.8.E.1.X.f, make changes as follows:
"Dry:
Front – Hoosier P/N 46340 P185/60ZR13 *SRF*
Rear – Hoosier P/N 46350 P205/60ZR13 SRF
Wet:
Front – Hoosier P/N 46100 P185/60R13 H20
Rear – Hoosier P/N 46105 *P*205/60R13 H20
or
Front – Hoosier P/N 46100 P185/60R13 W2 (effective Oct. 4, 2021)
Rear – Hoosier P/N 46105 P205/60R13 W2 (effective Oct. 4, 2021)"

2. #30961 (Robey Clark) SRF Update Maintenance, Repairs and Seals
In SRF, GCR section 9.1.8.E.1.C, make changes as follows:
"If any ~~official~~ Enterprises seal is broken~~,~~ by *an Enterprises Customer Service Rep. (CSR) emergency field repair,* accident*,* or intent, the procedures outlined under ~~C.20.,~~*section S* shall be followed. Parts with an Enterprises part number having the prefix "10" are considered to be unrestricted, ~~providing~~*provided* their dimensions are comparable."

In SRF, GCR section 9.1.8.E.1.S, make changes as follows:
"SCCA Enterprises' seals ~~on engine are required for all races~~*must be present on driveline components in designated locations for all SCCA sanctioned events*. Any competitor who ~~runs~~*participates in* an event without ~~all proper engine~~ seals ~~in the required locations shall have his engine removed and shipped to Enterprises for testing and sealing after that event~~*must remove his unsealed component and it must be inspected by a Customer Service Rep. (CSR) or Enterprises*. *Notation shall be made in the vehicle logbook and seals checked prior to the next event.* The competitor will be responsible for all cost incurred by this procedure*.* ~~regardless of the findings, and~~ *If the component is found to be out of specification, the competitor is* subject to penalty by the SOM ~~if engine is found to be not as specified~~."

"SCCA Enterprises' seals are required on all SPEC RACER FORD engines *and transmissions*."

SRF3

1. #30926 (Robey Clark) SADEV-SRF3 Transmission
In SRF, GCR section 9.1.8.E.2.K, make changes to gear ratios as follows:
"Gear Ratios:

Ford/Mazda OEM 5-Speed:
1st 3.42 : 1
2nd 1.84 : 1
3rd 1.29 : 1
4th 0.97 : 1
5th 0.77 : 1
Final Drive Ratio: 3.85

OR

SADEV-SRF3 6-Speed Sequential (beginning Oct. 4, 2021):
1st 3.0000 : 1
2nd 2.0667 : 1
3rd 1.5556 : 1
4th 1.2727 : 1
5th 1.0833 : 1
6th 0.9200 : 1
Final Drive Ratio: 3.20"

GCR
GCR
1. #30317 (Jim Locke) SOC vs Black Flag
In GCR, Appendix F. Technical Glossary, add the following:
"*Stewards of the Course (SOC) – The location on track where incidents are investigated by the stewards, may also be called Black Flag Station.*"

2. #30789 (Laurie Sheppard) GCR 8.1.1. (Chief Steward's Action) Has Incorrect Reference
In GCR, Section 8.1.1., change as follows:
"8.12.2*3*."

General
None.

Grand Touring
GT General
1. #30615 (Butch Kummer) Request to Update GTA Obsolete Part Numbers
In GCR, Section 9.1.2.G.16., change as follows:
"~~0-80541-1~~*0-80541-2*"

In GCR, Section 9.1.2.G., Appendix Z 5.a. change as follows:
"~~0-80541-1~~*0-80541-2*"

In GCR, TA2 Appendix B.3.4, change as follows:
"~~#6010~~*6014X*"

GT2
1. #30339 (Keith Kimberly) Request the 04-06 Pontiac GTO WC Car Be Added to the GT2/ST Chart
In GT2/ST, classify World Challenge Pontiac GTO (04-06) as follows:

GT2-ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
04-06 World Challenge Pontiac GTO	*6062*	*3000*		*Must be prepared to World Challenge Pontiac GTO rules. Competitor must have build rules in their possession.*

2. #30973 (Grand Touring Committee) GTX class correction to GT2/ST
In GTX Spec Lines, eliminate GRULLON line in its entirety.

In GT2/ST, classify GRULLON as follows:

GT2-ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
GRULLON GT	*2.0L 2003-2006 Acura K20*	*2350 lbs.*	*Unrestricted*	*Must comply with factory specifications, must have factory spec manual in possession at each event.*

Improved Touring
ITS
1. #30376 (Andrew Fox) Request to Move 83-88 Porsche 944 to ITA
In ITA Spec Lines, classify Porsche 944 (2V) (83-88), as follows:

ITA	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Weight (lbs)	Notes:
Porsche 944 (2V) (83-88)	*4 Cyl SOHC*	*100.0 x 78.9 2479*	*2955*	

Legends Car
None.

Production
1. #30548 (Michael Unger) Request to Allow F22c Engine for 2000-2003 Honda S2000
In EP Spec Lines, delete Honda S2000 (00-03) and Honda S2000 (04-09) in their entirety.

In EP Spec Lines, classify Honda S2000 as follows:

EP	Prep. Level	Weight (lbs)	Engine Type	Bore x Stroke mm/(in.)	Displ. cc/ (ci) (nominal)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/ (in.)	Carb. No. & Type	Wheel-base mm/(in.)	Track (F/R) mm/(in.)
Honda S2000	*2*	*1997cc: 2450 *2511 **2573 2157cc: 2510 *2573 **2636*	*4 cyl DOHC*	*87.0 x 84.0 (3.43 x 3.31) 87.0 x 90.7 (3.43 x 3.57)*	*1997 (121.9) 2157 (131.6)*	*Alum*	*Alum*	*(I) 36.0 (1.42) (E) 31.0 (1.22)*	*Fuel Injection*	*2400 (94.5)*	*1577 / 1618 (62.1 / 63.7)*

Wheels (max)	Trans. Speeds (max)	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Fuel Injected Equipped Throttle Body Inside Diameter (mm) +/- .25mm	Notes:

17 x 8.5 18 x 8	*6*	*(F) 300 (11.8) Vented Disc (R) 282 (11.1) Solid Disc*		*62*	*Comp. Ratio limited to 12.0:1. Valve lift limited to .500".*

2. #30873 (Brett Whisenant) Request a review of the S14 240SX in EP.
In EP Spec Lines, Nissan 240-SX S13/S14 (91-98), change as follows:
Weight (lbs):
"~~2600~~*2400*
*~~2665~~*2460*
**~~2730~~*2520*"
Notes: "Comp. Ratio limited to ~~10.5:1~~*12.0:1*. Valve lift limited to .~~450~~*500*"."

Spec Miata
1. #30720 (Eric Hill) Request Revision to Rule 9.1.7.8.a
In GCR, Section 9.1.7.8.a.1., change as follows:
"All modifications shall be contained between the transmission tunnel, driver's side rocker, rear bulk- head and no more than ~~24~~*29*" forward of the rear bulkhead."

Super Production
None.

Super Touring
STU
1. #30682 (David Mead) Request to Add Honda K23 Spec Line
In STU, classify Honda K23 as follows, effective 1/1/2022:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
Honda K23	2354	*Chart*	*May use K24 block. Must maintain all K23 internals. Must use K23 cylinder head. Maximum bore of 87mm.*

Touring
T1
1. #30934 (Touring Committee) T1 E46 BOP E&O for Letter # 29970
In T1 Spec Lines, BMW E46, E46-M3, E36, E36-M3, Z3, change as follows:
Min Weight: "~~2600~~*2700*"

Engine Notes: "The 3.4L (87.0 bore x 93.0 stroke) engine is permitted at ~~2650 lbs~~*2750* lbs."

T2
1. #30933 (Touring Committee) 997.1 EO
In T2 Spec Lines, Porsche 911/ 997.1 (06-08), add to Notes the following:
"*Alternate exhaust manifold Cargraphicts CARP97DFIFKR allowed.*"

official SCCA member notification
Fastrack news
EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

CLUB RACING BOARD MINUTES | August 3, 2021
The Club Racing Board met by teleconference on August 3, 2021. Participating were Peter Keane, Chairman; David Arken, David Daughtery, Jim Goughary, John LaRue, Paula Hawthorne, Sam Henry, Tom Start and Shelly Pritchett, secretary. Also participating were: Chris Albin, and Dayle Frame, 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
FA
1. #31011 (Matthew Gendron) Clarification of FA Future
Thank you for your letter. Formula Atlantic was originally created as a true formula class, with cars built to a formula or set of rules, which left open a pathway for constant development and technological improvements. In recent decades, however, as various pro and semi pro series have developed, core formula classes such as Formula Atlantic have been steadily displaced in favor of proprietary spec cars. After the pro Formula Atlantic series abandoned the concept of Formula Atlantic as a true formula class, the SCCA continued to allow purpose-built and ex-pro Formula Atlantic cars to compete in the Formula Atlantic class in the Road Racing program, but also permitted proprietary spec cars and other classes of cars with similar performance capabilities to compete in the class. This will be the case for the foreseeable future. The Formula Atlantic preparation rules provide the basic specifications for cars eligible to compete in the class. Table 1 lists the approved 1615cc engines and associated specifications for purpose-built and ex-pro Formula Atlantic cars, while Table 2 (Spec Line Cars) lists other approved chassis and engine combinations with any exceptions to the basic specifications for the class. The specifications for cars permitted to compete in Formula Atlantic through the Table 2 spec lines are tightly controlled to avoid having these cars break out of their previously described performance envelope. The Club Racing Board intends to maintain the class at the current performance level. The SCCA will welcome other spec open wheel cars from other racing organizations and will attempt to classify them based on their relative performance and mass. These cars, assuming that they fall within the appropriate envelope of performance and mass, may be classified in Formula Atlantic once their performance, specifications, and rule sets are established, but the SCCA does not plan to allow hybrid versions of these cars, i.e., combinations of components from different spec classes.

FX
1. #31026 (Robert Wright) Request rules adjustment
Thank you for your letter. The tube frame USF2000 car was classified in the FX class as a proprietary spec car with a described performance envelope under the 2018 FRP Technical Specifications. If an OEM part for the USF2000 car is no longer available, a matching part must be approved as a replacement for the original part in order for the car to compete in FX. Please provide a manufacturer name, part number, and complete specifications for matching replacement parts for the OEM nose section and wings, and comparative dyno data for the Elan and Quicksilver versions of the Mazda MZR 2.0L engine, and the Club Racing Board will consider approving these components as replacements for the original parts.

GCR
1. #30811 (Lawrence Troemel) Supports car weight procedure change
Thank you for your letter. Please see refer to letter #30801 in current Fastrack.

2. #30816 (Aaron deer) Weight Procedure in Tech
Thank you for your letter. Please see refer to letter #30801 in current Fastrack.

3. #30864 (Carl Liebich) Removing drivers for weighing purposes
Thank you for your letter. Please see refer to letter #30801 in current Fastrack.

4. #31031 (GCR Committee) Require Forward Facing Cameras for All Road Racing Events
Thank you for your letter. Please see letter # 30990 in current Fastrack.

GTL
1. #29699 (Erik Madsen) Request to Allow Volkswagen Direct Injected 1.4/1.6 Liter Engines
Several attempts have been made at contacting letter writer for more information with no response.

T3
1. #30756 (Touring Committee) Re-evaluate the T3 Ecoboost Mustang
Thank you for your letter. If Runoffs data shows a need for BOP adjustment, we will handle this then.

Not Recommended
FA
1. #30969 (Larry Howard) Request to remove weight and SIR Swift 016
Thank you for your letter. The Club Racing Board does not recommend this change. On-track data obtained at the 2020 National Championship Runoffs and the 2021 CAT U.S. Majors Tour event does not support a reduction of the Swift 016a's minimum weight or the removal of its inlet restrictor.

P1
1. #31014 (Jason Miller) Request Disp. Change for 2-Cycle 6 Cyl. eng or min. weight change
Thank you for your letter. The Club Racing Board does not recommend this change. A review of on-track data obtained during the 2020 National Championship Runoffs, including a request for additional views, does not support a 255cc increase in displacement or a 100-lb. decrease in minimum weight. Please see the response to letter #29901 in the January 2021 Fastrack Minutes.

2. #31016 (Jason Miller) Eliminate carbon rotors & pads or add weight to cars using them
Thank you for your letter. The Club Racing Board does not recommend this change. P1 is intended to be the premier sports racing class, promoting advanced technology in car design and innovation while utilizing established cost-effective engine technology. Consistent with this class philosophy, competitors may improve brakes, aerodynamics, suspension design, and other systems to make a platform more competitive. The Club Racing Board uses an SCCA-developed Power Factor formula (PF = Weight/Peak HP + Peak Torque/2) to set weight and power parameters and periodically collects on-track data to confirm that cars have similar acceleration rates from roughly 60 to 100 mph, but, consistent with the class philosophy, braking performance is the competitor's responsibility and is not subject to the Balance of Power (BoP) process.

P2
1. #31015 (Jason Miller) Request Minimum weight change for 2-Cycle 4 Cylinder Engines
Thank you for your letter. The Club Racing Board does not recommend this change. The 1205cc two-cycle engine has not regularly competed in U.S. Majors Tour events, and the Club Racing Board does not have current on-track data for the platform. If a member interested in running the engine enters and competes in a U.S. Majors Tour event, the Club Racing Board will arrange to obtain on-track data to assess the platform’s performance potential and make appropriate, data-based adjustments to the minimum weight. Please see the response to letter #29902 in the January 2021 Fastrack Minutes.

SRF3

1. #31073 (Noah Hambayi) SRF Pedal Face Modifications
Thank you for your letter. Enterprises does not recommend this change.

GCR
1. #30876 (Peter Zekert) Remove Regional & National License Req's for Grid, Flagging, etc.
Thank you for your letter. The different levels of license identifies the level of experience that our volunteers have in performing the requirements of the specialty.

GT2
1. #30879 (Nathan McBride) Request GT2 BOP from June Sprints
Thank you for your letter. The CRB will continue to collect data and monitor the class.

GTL
1. #30938 (Peter Zekert) Request SCCA data boxes in ALL GTL cars, ALL sessions 2021 Runoff
Thank you for your letter. There will be a "Data Team" working the 2021 Runoff's. As there are 24 classes, all sharing the use of the same data boxes, data boxes being installed in one class for every track session is not possible.

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.

GCR
1. #30985 (Fred Brinkel) Change to GCR 5.12.3
In GCR, Section 5.12.3., change as follows:
"The Chief Steward is the executive responsible for the general conduct of the event under the GCR and the Supplemental Regulations. He has the powers and the duties set out in this Section, and he may delegate any *of these powers and* duties to Assistant Chiefs."

Taken Care Of
None.

What Do You Think
GCR
1. #30990 (Karen Crider) Video Standards for HST/Runoffs
As our Club gets more experience with using forward facing cameras it has become apparent that there are numerous media formats being used by the cameras to record and retain the video media. In order to make it easier to access, view and store we are proposing that the following language be added to GCR Section 9.3.11.: The video format must be a digital file such that it can be viewed in an MS Windows compatible viewer. The current rule is shown below for reference.

9.3.11. CAMERA & CAMERA MOUNTS (effective 01 March 2021)
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 of the full unedited session 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.

RESUMES

None.

Fastrack news official SCCA member notification
EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

DATE: August 20, 2021
NUMBER: TB 21-09
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 9/1/2021. 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. #30814 (David Daughtery) Rules Clarification of Body and Camber Plates
In GCR, Section 9.1.10.E.35, change as follows:
"If upper strut slotted plates are used, they shall be located on existing chassis structure~~, utilizing the manufacturer's original bolt holes~~ and may not serve as reinforcement for that structure."

Electric Vehicle
None.

Formula/Sports Racing
FA
1. #31085 (Formula/Sports Racing Committee) E&O Table 2 engine names
In FA Table 2, Mazda MZR 2.0 spec line, change as follows:
"*2.0 liter* Mazda MZR~~ 2.0~~"

In FA Table 2, Honda Civic K20Z3 spec line, change as follows:
"*2.0 liter* Honda Civic K20Z3"

P1
1. #31012 (Formula/Sports Racing Committee) Move 2000cc and 2300cc engine options to individual spec lines
In P1 Engine Table, change as follows:

P1 Engine Table						
Spec Line	Engine Series	Max. Displ (cc)	Max. Valves / Cyl.	Req'd Restrictor	Min Weight (lbs)	Notes
H	*4 cycle*	*2000*	*4*	*30mm SIR*	*1400*	
I	*4 cycle*	*2300*	*4*	*30mm SIR*	*1445*	
~~G~~ *J*	4 cycle	2500	4	30mm SIR	1475	~~2000cc max. may run 30mm SIR at 1400 lbs. min. wt. 2300cc max. may run 30mm SIR at 1445 lbs. min. wt.~~

2. #31095 (Formula/Sports Racing Committee) E&O Spec Line B notes
In P1 Engine Table, Spec Line B, change the notes as follows:
"Staudacher cars may run *950 lbs. min. wt. with* 38.5mm flat plate intake restrictor ~~at 950 lbs. min. wt~~."

P2
1. #31000 (Jeff Shafer) P2 CN Engine Rebuild Clarification
In P2 Engine Table, Spec Line E, change the notes as follows:
"Must use stock Honda OEM parts as listed in CN Honda K20A-FD2 Parts List found here:
https://www.scca.com/pages/technical-forms-anddownloads. ~~No machining allowed.~~*Balancing, porting, and polishing are prohibited. Engine rebuilds that include valve jobs and/or cylinder honing must strictly adhere to published factory service procedures.*"

GCR
GCR
1. #30801 (Dennis Troemel) Official Scales
In GCR, Section 5.9.4.B. change as follows:
"If all 4 wheels cannot be weighed simultaneously, the driver must be weighed separately from the car *unless the car is displaying a Mobility Impairment decal, then the driver may remain in the car for weighing*."

2. #31099 (SCCA Staff) Request to change MSA name in GCR
In GCR section 9.4.G.8.2., change name as follows:
"Cars may compete with an approved ~~MSA (Motor Sports Association UK)~~ *Motorsport UK* Roll Over Protection System Certificate. "

In GCR section 9.4.5.E.10., change name as follows:
"Single seat cars may compete with an approved ~~MSA (Motor Sports Association UK)~~ *Motorsport UK* National Single Seater Roll Structure Certificate."

General
None.

Grand Touring
GT2
1. #31088 (Grand Touring Committee) Correct letter 30565 GT2/ST
In GT2/ST Spec Lines, Dodge Viper, incl Comp Coupe, ACR/ACR-X8300, change weight as follows:
"3275 *VRL* ~~Spec~~ *Front Fascia* -100lbs"

GT3
1. #30941 (Randall Smart) Please approve 1964-1968 Ford Cortina GT for competition in GT#
In GT3 Cars - Ford, classify Ford Cortina GT as follows effective 11/1/2021:

GT3 Cars - Ford

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Ford Cortina GT	*64-68*	*2dr.*	*RWD*	*98.0 "*	

GTX
1. #30956 (Tyler Hoffman) Request to classify 2020 Porsche 718 GT4 Clubsport MR
In GTX-SRO-GT4, classify Porsche 718 Club Sport MR GT4:

GTX – SRO-GT4

Make	Homologation	Model	Restrictor (mm)	Weight (lbs)	Notes
Porsche		*718 Club Sport MR GT4*	*Unrestricted*	*2900lbs.*	*Must run GT4 Spec.*

Improved Touring
None.

Legends Car
None.

Production
None.

Spec Miata
None.

Super Production
None.

Super Touring
STL
1. #31069 (SCCA Staff) Request to clean up Spec MX-5 Redundancy
In STL, Mazda Spec MX-5, remove redundant spec line as follows:
"~~Mazda Spec MX-5. 2000cc. 2600lbs. Must Comply with 2014 SCCA Spec MX-5 Regulations.~~"

STU
1. #31060 (David Mead) RE: Aug FT letter 30682
In STU, Honda K23, change Notes as follows, effective 1/1/2022:
"Must ~~maintain all K23 internals.~~ *use K23 crankshaft.*"

Touring
T2
1. #30486 (David Tuaty) Request new car 2017 BMW M2
In T2 Spec Lines, classify BMW M2 (2017+) as follows effective 11/1/2021:

T2	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 M2 (2017-)	*84 x 89.6 2979 (cc)*	*2693*	*10.5x18*	*295*	*DCT 4.81, 2.59, 1.70, 1.28, 1, .84, .67 MT 4.11, 2.32, 1.54, 1.78, 1, 0.85*	*3.46*	*385 (f) 370(r)*	*3650*	*38mm TIR required. 1050 lb max springs front and rear.*

2. #30686 (John Paul Jose) Request to Classify Porsche 997.2 GTS in T2 (body not = to C2S)
In T2 Spec Lines, classify Porsche 911 997.2 GTS (09-12) effective 11/1/21:

T2	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:
Porsche 911 997.2 GTS (09-12)	*99.0 x 82.8 (3824)*	*2355*	*18 x 8.5 (F) 18 x 11 (R)*	*255 (F) 315 (R)*	*3.91, 2.32, 1.56, 1.28, 1.08, 0.88*	*3.44*	*(F) 330 x 34 Vented (R) 330 x 28 Vented*	*3400*	*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. Camber adjustment slots may be elongated. Porsche Motorsport front and rear control arms allowed. PDK transmission permitted at +100lbs. Alternate exhaust manifold Cargraphicts CARP97DFIFKR allowed. GTS rear wing must be removed.

3. #31087 (SCCA Staff) BMW M2 CS Power Stick Part Number
In T2 Spec Lines, BMW M2 CS Cup 2020-, change notes as follows:
"It is mandatory to run the “Purple” power stick ~~#TBD~~ *part #8324089*."

T2-T4
1. #30436 (Warren Williams) Request to Classify 2014 VW Jetta 1.8t TSI
In T4 Spec Lines, change as follows effective 11/1/21:
"Volkswagen Passat*, Jetta* 1.8T (2014-)"

T3
1. #30765 (Skylar McKnight) Request Weight Reduction 323is
In T3 Spec Lines, BMW 323Ci/Is (98-00), change Weight (lbs) as follows effective 11/1/2021:
"~~3100~~*3000*"

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COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Stuart Hawkins vs. SOM COA Ref. No. 21-07-NE
August 5, 2021

FACTS IN BRIEF
Following the Saturday, June 12, 2021, Group 3 Divisional race at Lime Rock Park, Dennis Gur, driver of Spec Miata 2 (SM2) #08, filed a protest against Stuart Hawkins, driver of SM2 #26, for alleged violations of General Competition Rules (GCR) 6.11.1.A. (Avoidable Contact), B. (Allow Racing Room), C. (Blocking), and D. (Passing Responsibilities).

The Stewards of the Meeting (SOM) Phil Kelley, Bob Mehaldo, and Russ Gardner (Chairman) met to hear and rule on the Protest. The SOM interviewed Mr. Gur and heard or reviewed other witness statements and videos. The SOM determined Mr. Hawkins violated GCR 6.11.1.A., B., C., and D. (Rules of the Road), and penalized him with a reprimand and loss of two finishing positions in class with one point against his license.

Mr. Hawkins appealed the decision.

DATES OF THE COURT
The Court of Appeals (COA) Costa Dunias, James Foyle, and Jack Kish (Chairman) met on July 29, 2021, to review, hear, and render a decision. Laurie Sheppard was recused.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Appeal letter from Stuart Hawkins, received June 22, 2021.
2. Official Observer's Report and related documents, received July 14, 2021.
3. Videos from Mr. Hawkins and Mr. Gur, received July 22, 2021.

FINDINGS
In his appeal Mr. Hawkins referenced his in-car video and gave a description of the events leading to the incident. He stated due to a family obligation it was necessary for him to leave the track immediately after the race, and he did not have the opportunity to review the video in detail at the track.

The COA reviewed the documentation provided by the SOM, including witness statements and both in-car videos submitted to the SOM. As Mr. Hawkins negotiated Turn 7 and drove onto the main straight, he initiated a pass to the right of Car #35. As

he passed Car #35, he glanced to the left, establishing his position relative to Car #35. Mr. Hawkins then slowly moved to the right side of the racing surface and held his line in accordance with GCR 6.11.1.C. (“Drivers are entitled to one safe protective move.”).

Mr. Gur approached and attempted to pass to the right of Mr. Hawkins by driving onto the Pit entrance pavement (Driver’s right). The COA notes GCR 6.11.3. states, “Drivers are required to follow…the marked course.” As the pavement of the Pit entrance ended, Mr. Gur was two wheels off the racing surface and three-fourths alongside of Mr. Hawkins. Mr. Gur braked sufficiently to re-enter the racing surface behind Mr. Hawkins. The COA is not able to confirm contact between the two cars.

The COA finds Mr. Hawkins was not in violation of GCR 6.11.1.A., B., C., or D.

DECISION
The COA overturns the SOM decision in its entirety. Mr. Hawkins’ finishing position will be restored, and the penalty point against his license will be removed. Mr. Hawkins’ appeal is well founded, and his appeal fee, less the administrative portion retained by SCCA, will be returned.

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COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Jim Downing vs. SOM COA Ref. No. 21-08-SE
August 12, 2021

FACTS IN BRIEF

Following the Saturday, June 26, 2021, Group 6 race of the Roebling Road Summer (Majors) Race at Roebling Road Raceway, Assistant Chief Steward (ACS) Rick Mitchell filed a Request For Action (RFA) seeking investigation of contact between Formula S (FS) #71, driven by Matthew Guzowski, and Prototype 1 (P1) #63, driven by Jim Downing, and a determination whether a violation of General Competition Rules (GCR) 6.11.1.A. through D. (On Course Driver Conduct) occurred.

The Stewards of the Meeting (SOM) Bob Ricker, Dave Rollow, and Scott Malbon (Chairman) met to hear and rule on the RFA. The SOM interviewed both drivers, reviewed witness statements, and examined available video. The SOM determined Mr. Downing violated GCR 6.11.1.A. (Avoid contact) and assessed a penalty of Reprimand and one penalty point on Mr. Downing's competition license. Mr. Downing and Mr. Guzowski were notified of the decision on July 3, 2021. Mr. Downing appealed the decision.

DATE OF THE COURT

The SCCA Court of Appeals (COA) James Foyle, Jack Kish, and Laurie Sheppard (Chairman) met on August 5, 2021, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Jim Downing, received via USPS July 19, 2021.
2. SCCA Court of Appeals Request Confirmation, received July 21, 2021.
3. Official Observer's Report and related documents, received July 28, 2021.
4. 360-degree Video from P1 #63 reviewed by the SOM, received July 28, 2021.
5. Photos, witness statement, and data provided by Mr. Downing, received July 28, 2021.
6. Email statement from Mr. Guzowski, received July 30, 2021.

FINDINGS

In addition to his appeal letter, Mr. Downing submitted several static video frames, data tracings, and a statement from Norman Morgan, Entrant for P1 #63, providing written analysis. A 360-degree video of the incident was obtained from the SOM in both full speed and slow motion.

The COA reviewed all available witness statements and evidence, as well as the SOM analysis supporting their decision. The COA acknowledges the challenges inherent in viewing 360-degree video on a two-dimensional screen. The video begins before the timing line on the front straight and continues past the incident. Mr. Downing was closely following P1 #41 and backed away when the lead car moved to the right side of the track. As the pair approached Turn 1, P1 #41 passed Mr. Guzowski on the right and maintained a tight inside line into the corner with Mr. Downing following. Mr. Guzowski was on the extreme left side of the track. Mr. Downing moved to center track leaving a full car width to his left as he continued alongside Mr. Guzowski.

Both Mr. Downing and Mr. Guzowski were attempting as normal an approach to the turn as possible, given their locations on track. The first contact was between Mr. Guzowski's right front tire and the left side of Mr. Downing's car, just forward of the rear wheel. The COA is unable to establish sole responsibility for the contact and therefore, finds no penalty is warranted.

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

official SCCA member notification
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CLUB RACING BOARD

CLUB RACING BOARD MINUTES | September 7, 2021
The Club Racing Board met by teleconference on September 7, 2021. Participating were Peter Keane, Chairman; David Arken, David Daughtery, Jim Goughary, John LaRue, Paula Hawthorne, Tom Start and Shelly Pritchett, secretary. Also participating were: Bob Dowie and Dayle Frame, BoD liaisons; Deanna Flanagan, Director of Road Racing, and Scott Schmidt, Series Tech Chief. The following decisions were made:

Member Advisory
None.

No Action Required
B-Spec
1. #30815 (Steve Introne) 9.1.10 B-Spec, line item 35 Clarification needed
Thank you for your letter. Please see letter # 30814 in September Fastrack.

EV General
1. #30997 (Clifford Rassweiler) The Fastest Road Racing EV's Might Have Three Wheels
Thank you for your letter. We appreciate the information you shared. Our goal is to create a series of specific protocols to address every SCCA program, event and venue.

GTX
1. #30667 (Joe Aquilante) Allow GTX as Runoffs Class in 2022
Thank you for your letter. Please see the response to letter #30665 that will appear in current Fastrack.

IT General
1. #30351 (Steve Taylor) Request to Classify 2007 Audi A3 2.0l Turbo
Thank you for your letter. We have submitted a tech bulletin to include the Audi A3 in ITR at 2950#. Please note that Turbo cars have only recently been allowed into Improved touring. The rules for turbo engines are very strict including stock turbo, stock intercooler and charge piping, and stock ECU calibration. Please review ITCS 9.1.3.3 Turbocharged Engines for complete regulations. Cars built to World Challenge or Continental/Koni Challenge etc. regulations will not be compliant in IT and should be fielded in STU.

Prod General
1. #31070 (Charles Baader) BMW Chassis Request
Thank you for your letter. Specifically listing the allowed body styles in a spec line (i.e. coupe, sedan, convertible) isn't necessary. The competitor would just need to be able to prove that the vehicle/spec line they're choosing to complete with, did indeed ever come from the factory in the body configuration that they're using, if it was ever questioned.

Not Recommended
AS
1. #30880 (Nathan McBride) Request Pontiac GTO aftermarket parts
Thank you for your letter. The CRB does not feel the weight reductions as requested are not the desired method to achieve minimum weight. We are willing/committed to make adjustments to help achieve the min. weights requirements.

2. #30892 (Scott Marcero) Request headers for Ford Mustang 10-14 Gen 1
Thank you for your letter. In order to maintain the restricted prep nature of the class the CRB does not recommend headers to be eligible for the 5.0 l engine in the Mustang.

3. #30893 (Scott Marcero) Request rear coil overs for Ford Mustang 11-14 Gen 1
Thank you for your letter. This topic continues to be discussed within the ASAC/CRB, but at this time we do not recommend this modification.

B-Spec
1. #30788 (Zachary Fox) Request to Allow Block off Plates When Removing A/C Condenser
Thank you for your letter. The Mazda 2 was available without A/C from the factory. Please use the parts that would block airflow from the OEM. No approval of additional parts necessary.

2. #30851 (Matt Downing) Request to Change Restrictor Size to 32mm (2015+ Honda Fit)
Thank you for your letter. No BOP changes are being considered at this time.

3. #30870 (James Rogerson) 2021 Balance of Power
Thank you for your letter. No BOP changes are being considered at this time.

4. #30981 (Chris Taylor) Request for a Spec Mini Class
Thank you for your letter. No BOP changes are being considered at this time.

5. #30986 (Rob Piekarczyk) Request to add cold air intake for 09-12 Honda Fit
Thank you for your letter. No BOP changes are being considered at this time.

6. #30987 (Dan Hardison) Request to add cold air intake for 2009-2012 Honda Fit
Thank you for your letter. No BOP changes are being considered at this time.

7. #30988 (Michael Olivier) Add Cold Air Intake For 2009-2012 Honda Fit
Thank you for your letter. No BOP changes are being considered at this time.

8. #30989 (Michael Olivier) 50 pound weight reduction for 2009-2012 Honda Fit
Thank you for your letter. No BOP changes are being considered at this time.

FA
1. #30796 (PAUL RAVARIS) Request to classify PM-18 in FA class
Thank you for your letter. The Club Racing Board does not recommend this change.

GCR
1. #31017 (Rocky Entriken) Request to change Lap records
Thank you for your letter. Given the inaccuracy inherent in the measurement of track length and the difference between driven line and track length, a speed calculation using the lap time is at best, a precise approximation.

2. #31125 (Mike Ogren) Please Update The Rain Light to Include the Flashing Red for All
Thank you for your letter. Allowing strobing rain lights in non-Formula or Sports Racing classes could cause confusion with required brake lights in those classes.

GT1
1. #30318 (Alan Cohen) GT1 Classification
Thank you for your letter. The CRB does not support making a change in GT1 block material at this time. Aluminum blocks are allowed in GTX.

GTL
1. #31126 (Peter Shadowen) Request Use of Aftermarket Honda B16 Cylinder Head.
Thank you for your letter. Availability of the Honda B16 cylinder head seemed adequate. Additionally, it is unknown if this aftermarket part is more responsive to modification.

GTX
1. #30665 (Michael Pettiford) Make GTX a Runoffs Class
Thank you for your letter. The CRB has considered your request but does not wish to make GTX a RUNOFF"S eligible class at this time.

EP
1. #30944 (Kevin Navarre) Underbody Covers
Thank you for your letter. This is not recommended. An allowance for a non-stock identical copy of these pieces would be difficult to enforce, and used examples appear to be still available at a reasonable cost.

Prod General
1. #31071 (Charles Baader) Scrutineering request: Cam Lift
Thank you for your letter.
How valve lift is to be measured on all Prep Level 2 cars is already defined in 9.1.5.E.2.f.7:
“Where maximum valve lift is specified, valve lift is measured at the valve with zero lash or clearance.
There are a few exceptions to this rule, where a spec line specifically allows for valve lift to be "measured as raced - w/ lash". These spec lines are from the original "Limited Prep" classifications that were made, many years ago, and that was the process/ruling at that time. As the "Prep Level 2" ruleset matured, and more waves of cars got classified to it, this measurement method was re-evaluated and changed to the current rule. Previous classifications have since been allowed to "grandfather" their original rules. Just as competition balance is monitored between Prep Level 1 and Prep Level 2 cars, the same is true for these original "pseudo-Limited Prep" classifications. Reverting this valve lift measurement process again would not make building these cars any easier, would not balance the performance potential of the field, and just tempt competitors to re-do their cam designs to chase an extra few thousandths of lift. Due to all of that, this request is not recommended.

T1
1. #31030 (Don Van Nortwick) Request to run a FP 350S as T1 vs (T1-LP)
Thank you for your letter. The FP350S is not a Shelby GT350 and therefore is not classified in T1-FP. The FP350S is spec-line car classed in T1-LP. The GT350 lacks a few of the performance advantages that are built into a FP350S, which is the reason for the 5mm difference in the FPR.

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. #31193 (American Sedan Committee) clarification of fog light openings for brake ducts
In GCR, Section 9.1.6.D.7.c.2. add the following:
"Front parking*/fog* light assemblies may be removed for ducting of air."

General

1. #31115 (SCCA Staff) Sunset Spec MX-5 Class Regional only ruleset
In GCR section 9.1.11, remove Spec MX-5 Regional only rules from the GCR as follows:
Remove Spec MX-5 ruleset and place on SCCA website in technical forms and Downloads. Former SM5 cars are classified in T4 and STL.

In STL, Mazda MX-5 Cup, add link to the SM5 ruleset in the Notes as follows:
"*SM5 rules can be found here - https://www.scca.com/pages/technical-forms-and-downloads.*"

STU

1. #31074 (John Weisberg) Water Cooling
In GCR, Section 901.4.H. change as follows:
"1. Water Cooling
Provided that the stock method of cooling is retained, the cooling system is free, including cooling fans~~, but~~. Water radiator(s) must remain in the approximate OEM location *or removed*. The mounting angle may be changed."

Taken Care Of

P1

1. #31103 (Johnnie Crean) Request restrictor change for the Wombat for more power
Thank you for your letter. Please see the responses to letter #30787 in the August 2021 Fastrack, letter #30484 in the May 2021 Fastrack, letter #29621 in the December 2020 Fastrack, and letter #29232 in the October 2020 Fastrack.

EP

1. #30948 (Kevin Navarre) #30944 MR2 Follow Up
Thank you for your letter. Please see response to letter #30944 in current Fastrack.

What Do You Think

GCR

1. #30855 (James Devenport) Request use of tire warmers
The Club Racing Board has received a request from a competitor to create a rule that would not allow tire warmers to be used at SCCA Club Road Racing events. We are seeking input on whether this rule should apply to all classes at SCCA Club Road Racing events effective 1/1/2022. Please send a letter to the CRB with your opinion.

T2-T4

1. #29428 (Touring Committee) Consider changes to sway bar rules for touring T2-T4
The Touring committee is considering making a change to the sway bar philosophy in T2, T3 and T4 for the 2022 racing season. Currently aftermarket sway bars are only allowed on a case-by-case basis on individual spec lines. We are considering allowing aftermarket sway bars on all touring cars in the category rules. Please write in to provide input, thank you.

RESUMES

1. #30379 (Jim Locke) Resume
Approved for Touring Advisory Committee.

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Technical Bulletin

DATE: September 20, 2021
NUMBER: TB 21-10
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective10/1/2021. 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. #30457 (Robert Long) Request for adjustable Front Upper Control Arms on 4th Gen F-Body
Effective January 1, 2022, In AS Spec Lines, Chevrolet/Pontiac Camaro & Firebird (93-02), add to Notes as follows:
"*BMR AA004 or UMI 2310 adjustable front upper control arm may be installed.*"

Effective January 1, 2022, In AS Spec Lines, Chevrolet/Pontiac Camaro & Firebird (93-02) Restricted Prep, add to Notes as follows:
"*BMR AA004 or UMI 2310 adjustable front upper control arm may be installed.*"

2. #30881 (Nathan McBride) Request Pontiac GTO tire size change
Effective January 1, 2022, In AS Spec Lines, Pontiac GTO (04-06) Restricted Prep., change Weight as follows:
"*295 tire:*
LS1: ~~3250~~*3300*
LS2: ~~3300~~*3350*"

B-Spec
1. #30814 (David Daughtery) Rules Clarification of Body and Camber Plates
In GCR, Section 9.1.10.E.35, change as follows:
"If upper strut slotted plates are used, they shall be located on existing chassis structure~~, utilizing the manufacturer's original bolt holes~~ and may not serve as reinforcement for that structure."

Electric Vehicle
None.

Formula/Sports Racing
F
1. #31155 (Formula/Sports Racing Committee) E&O Appendix G
In Appendix G.1, make changes as follows:
"Cylinder volume (displacement) =
$\frac{3.1416 \times \text{bore} \times \text{bore} \times \text{stroke}}{4}$

Engine displacement = Cylinder volume times number of cylinders

Compression ratio = V1 + V2
V2

Where V1 is total volume of one cylinder: sum of swept plus unswept volumes. V2 is enclosed volume existing in a cylinder/cylinder head with the piston at its closest approach to the cylinder head.
~~Engine displacement = Cylinder volume times number of cylinders~~
~~Compression ratio = V1 + V2~~
~~V2~~

~~Where V1 is total volume of one cylinder~~
~~V2 is volume of space above piston at top of stroke~~

Piston speed (ft. per min.) = 2 x RPM x stroke in feet"

GCR
None.

General
None.

Grand Touring
GT General
1. #31032 (Bryan Scheible) Request car classification
In GT3 Engines - VOLKSWAGEN, classify Fun Cup Beetle EVO3 as follows:

GT3 Engines - VOLKSWAGON

Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
"Fun Cup" Beetle Sealed	*SOHC*	*82.5*	*92.8*	*1984*	*Alum, non-Crossflow*	*4*	*Fuel Injection*	*2060*	*VW "Fun Cup" Beetle chassis as spec'd in the Fun Cup rule set, must conform to all other safety related rules per GCR or GTCS. Must have rule set in possession at event*

GT2
1. #30656 (Luis Rivera Jr) Turbo Request for 13B Engine
In GT2 Engines - Mazda Spec Lines, 13B, add to Notes as follows:
"*Part# EFR 70/76 Turbocharger-42mm Turbo Inlet Restrictor (TIR), Street Port only @ 2280lbs.*"

Improved Touring
ITR
1. #29774 (Improved Touring Committee) Class Turbo Cars
In ITR Spec Lines, classify the following Turbo cars:

ITR	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Weight (lbs)	Notes:
Audi A3 2007-2009	*4cyl Turbo*	*82.5x92.8 1984*	2950	

ITR	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Weight (lbs)	Notes:
Audi TT 2000-2006	*4cyl Turbo*	*81x86.4 1781*	*2425*	

ITR	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Weight (lbs)	Notes:
Audi TT Quattro 2000	*4cyl Turbo*	*81x86.4 1781*	*2635*	

ITR	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Weight (lbs)	Notes:
Audi TT Quattro 2001-2006	*4cyl Turbo*	*81x86.4 1781*	*3290*	

ITR	**Engine Type**	**Bore x Stroke(mm)/ Displ. (cc)**	**Weight (lbs)**	**Notes:**
Volkswagen GTI 1.8T 2001-2006	*4cyl Turbo*	*81*86.4 1781*	*2425*	

ITR	**Engine Type**	**Bore x Stroke(mm)/ Displ. (cc)**	**Weight (lbs)**	**Notes:**
Volkswagen Jetta GLS 1.8T 2001-2003	*4cyl Turbo*	*81x86.4 1781*	*2425*	

ITR	**Engine Type**	**Bore x Stroke(mm)/ Displ. (cc)**	**Weight (lbs)**	**Notes:**
Volkswagen Jetta GLI 1.8T	*4cyl Turbo*	*81x86.4 1781*	*2425*	

ITR	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Weight (lbs)	Notes:
Volkswagen GTI FSI 2006-2009	*4cyl Turbo*	*82.5x92.8 1984*	*2700*	

ITR	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Weight (lbs)	Notes:
Volkswagen GLI FSI 2006-2009	*4cyl Turbo*	*82.5x92.8 1984*	*2700*	

ITS

1. #28990 (Denis Jenkins) Request BMW 323it and 325it car classification
In ITS Spec Lines, classify the following cars:

ITS	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Weight (lbs)	Notes:
BMW 323it (E46) Wagon 1999-2000	*6 Cyl DOHC*	*84.1 x 75.0 2494*	*3000*	

ITS	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Weight (lbs)	Notes:
BMW 325it (E36) Wagon 1992-1995	*6 Cyl DOHC*	*84.1 x 75.0 2494*	*Restricted: 2850 Unrestricted: 3265*	*29mm SIR required and must comply with Appendix F.*

2. #30946 (Michael Chiappetta) Eliminate
In ITS Spec Lines, Mazda RX-7/ Convertible (13B) (86-91), change notes as follows:
"~~16" wheel not allowed~~. 5th and 6th intake port actuators and valves may be removed or disabled. "

Legends Car

None.

Production

1. #31120 (Greg Amy) E&O; MR2 Track
In the HP "Toyota MR-2 1.6L (85-89)" spec line, please correct the Track column as follows:
"15~~32~~*47* / 15~~32~~*47*"

In GCR, Section 9.1.5.C.4, please change as follows:
"Track specifications will be set at 103% of the car's stock track*,* plus 2.5 inches."

Spec Miata

None.

Super Production
None.

Super Touring
None.

Touring
None.

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CLUB RACING BOARD MINUTES | October 19, 2021
The Club Racing Board met by teleconference on October 19, 2021. Participating were Peter Keane, Chairman; David Arken, Jim Goughary, John LaRue, Paula Hawthorne, Tom Start and Shelly Pritchett, secretary. Also participating were: Bob Dowie, Chris Albin and Dayle Frame, 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
FX
1. #31199 (Daryl Wizelman) A Few Things
Thank you for your letter. The Club Racing Board appreciates your comments. Safety is reviewed as technology advances and when particular problems arise. The spec tube-frame Formula Mazda chassis classified in FX fully complies with all current safety requirements and technical regulations in the General Competition Rules. Limiting open-wheel run groups to a maximum of 20 cars (and thereby increasing the number of run groups) is not feasible because of the time constraints inherent in race weekends. P1 cars have successfully run with open-wheel cars (including FA, FB, FC, FE, FE2, FM, and FX) since the class's inception; on-track problems of the type described should be addressed with the Stewards. Car classifications are reviewed in response to member input and in conjunction with analyzing on-track AiM data. The FR Americas car is properly classified in FA, and U.S. Majors Tour participation numbers show that FR Americas cars could not separately achieve an average of 4.0 cars per event, nor could FA achieve an average of 4.0 cars per event if FR Americas cars were removed from the class. Please see the response to letter #30395 in the April 2021 Fastrack Minutes. Regarding consideration of the Tatuus PM-18 for classification in FA, please see the response to letter #30796 in the October 2021 Fastrack Minutes. Fire resistant underwear is optional with driving suits carrying an FIA Standard 1986 Standard or FIA Standard 8856-2000 label or SFI 3-2A/5 or higher (e.g., /10, /15, /20) certification label. Please see GCR section 9.3.19.C.1.

F5
1. #31321 (Jack Walbran) Interest in FSRAC / Resume
Jack Walbran has been added to the Formula/Sports Racing Advisory Committee.

SRF3
1. #31350 (Richard Wiese) Consider chassis revision to SRF for driver intrusion protection
Thank you for your letter. Enterprises will take your comments and suggestions under advisement for future consideration.

GT1
1. #31272 (Robert Lewis) Engine Placement
Thank you for your letter. Your two assumptions are correct. For the answer to your question please see GCR page #146 Appendix G, item 4. Measuring Track.

SM
1. #30836 (Jim Drago) Request to Add a VVT Representation to the SMAC
Thank you for your letter. SMAC is currently accepting resumes and conducting interviews for applicants with VVT experience and anticipate adding a new member with VVT experience in 2021.

2. #30837 (Keith Mellen) Request to add VVT expert to SMAC
Thank you for your letter. SMAC is currently accepting resumes and interviewing candidates with VVT experience. We anticipate adding a new SMAC member with VVT experience in 2021.

3. #30838 (CHRIS LEFFERDINK) SMAC VVT representation
Thank you for your letter. SMAC is currently accepting resumes and interviewing candidates with VVT experience. We anticipate adding a new SMAC member with VVT experience in 2021.

4. #30842 (Frank Todaro) Request to add VVT Motor Representative to SMAC
Thank you for your letter. SMAC is currently accepting resumes and interviewing candidates with VVT experience. We anticipate adding a new SMAC member with VVT experience in 2021.

5. #30846 (Tyler Quance) Request for VVT Representation on the SMAC
Thank you for your letter. SMAC is currently accepting resumes and interviewing candidates with VVT experience. We anticipate adding a new SMAC member with VVT experience in 2021.

Not Recommended

P1

1. #31168 (Chris Vian) Elan DP02 Sealed Engine
Thank you for your letter. The Club Racing Board does not recommend this change. The sealed engines are no longer viable because they have not been used by IMSA for several years and SCCA cannot ensure that power would remain at the level that previously allowed them to run without an inlet restrictor in P1. While new seals conceivably could be applied after engine rebuilds, the Club Racing Board and Tech officials would have no means of verifying that the proprietary parts that originally allowed the engines to run without an inlet restrictor were used during each rebuild. Moreover, even if it were possible to confirm that the proper parts were used, this would not eliminate the sealed engines' inherent problem. DP02s with sealed engines are outside the P1 performance envelope – when they were legal in P1, the data showed that their trap speeds were 12-15 mph slower than the trap speeds of other cars in the class. As a result, DP02s with sealed engines were rarely entered when they were legal in P1. For all these reasons, the best option for the class is to do what other DP02 owners have done since 2017: upgrade the engine components and install the required 30mm SIR, which balances power with much greater precision than could be achieved by attempting to prescribe allowable parts and modifications for individual engine applications.

GCR

1. #31241 (Armen Megregian) Full Course Caution and pace car deployment
Thank you for your letter. The current Double Yellow, Pace Safety car rules are appropriate as written to address the various scenarios that may occur at our Club Road Racing events where local track rules may require deviation from our normal protocols.

GT3

1. #31221 (Richard Smith) Weight Change Request for Disenfranchised GT2 RX7 in GT3
Thank you for your letter. All disenfranchised GT2 cars running in GT3 share the same weight penalty. The CRB will begin installing SCCA data boxes in disenfranchised GT2 cars in order to see if there is a need to make any adjustment.

2. #31245 (Richard A Smith) 37mm SIR for 13B Peripheral Port
Thank you for your letter. Additional data is necessary to support a change such as this.

ITA

1. #31079 (Ben Selig) 1.6L ITA Air Flow Meter
Thank you for your letter. Vehicle specific allowances are not consistent with the Improved Touring philosophy.

2. #31080 (Ben Selig) 1.6L Miata ITA Turn Signal Removal as in SM
Thank you for your letter. Vehicle specific allowances are not consistent with the Improved Touring philosophy.

SM

1. #31093 (Justin Coker) 1.6 BOP for SM
Thank you for your letter. SCCA, Mazda and NASA are all working together to address the NA platform parity and how possible changes may affect the BOP of the class. Dyno data, race simulations and other testing has begun to properly evaluate any potential changes for the NA platform. Until we receive more data from these tests, we do not recommend any parts changes to the NA platform.

2. #31094 (Harley Scuffil) 1.6 Needs BOP Boost
Thank you for your letter. SCCA, Mazda and NASA are all working together to address the NA platform parity and how possible changes may affect the BOP of the class. Dyno data, race simulations and other testing has begun to properly evaluate any potential changes for the NA platform. Until we receive more data from these tests, we do not recommend any parts changes to the NA platform.

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 BoDs 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.

GCR

1. #29894 (PETER VILLAUME) Lithium Battery Usage Sticker
In GCR, Section 9.3.34.D., add the following:
"Effective 01/01/2022, Cars using a ~~L~~lithium-*ion* ~~B~~*b*attery must display the green and black Lithium Battery decal near the kill switch. *Cars without a kill switch (Touring and B-Spec) using lithium-ion batteries must display the green and black decal on the top of the driver side door near the window opening. Small lithium-ion batteries that power auxiliary devices within the vehicle (radios, cameras, data acquisition, etc.) do not require the decal to be displayed on the vehicle.*"

General

1. #31431 (SCCA Staff) Allow Spec MX-5 Challenge Class at select Super Tour events
In GCR, Section 9.1.A, change as follows:
"U.S. Majors Tour Eligible classes are those listed below which are not designated "Regional *Class(es)*Only".
A Spec MX-5 Challenge Series Class (for the Mazda's Spec MX-5 v2 race car) may be added to select Super Tour events with the approval of the Head of Road Racing."

GT3

1. #31372 (Michael Heintzman) Request to clarify IRS contradiction
In GCR, Section 9.1.2.F.7.e.12, change as shown below:
"GT cars registered after January 1, 1990 or GT cars converted to Section F.2., specifications, using the front engine/rear drive configuration, shall use a "closed tube" rear axle housing~~.~~ *or may use independent rear suspension (IRS), by choice, at weight increase equal to 2.5% of the car's specified weight.*"

Taken Care Of

General

1. #30812 (Philip Di Pippo) Qualifying for Runoffs
Thank you for your letter. The Pro Path class equivalencies will be reviewed as part of the 2022 qualification criteria proposal process.

2. #31380 (Christy Graham) Runoffs Qualification Criteria
Thank you for your letter. It will be considered as the 2022 qualification criteria proposal is finalized.

Prod General

1. #31186 (Matt Reppert) Scrutineering Request: Cam Lift
Thank you for your letter. Please see the response to letter #31071 in the October Fastrack.

2. #31227 (Sam Moore) Valve Lift Measuring Procedure
Thank you for your letter. Please see the response to letter #31071 in the October Fastrack.

What Do You Think

None.

RESUMES

None.

official SCCA member notification
Fastrack news
EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

DATE: October 19, 2021
NUMBER: TB 21-11
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 11/1/2021. 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.

Electric Vehicle
None.

Formula/Sports Racing
FC
1. #31426 (Formula/Sports Racing Committee) Clarify composite anti-intrusion panel language
In FC, GCR section 9.1.1.B.3.e.4, add language as follows:
"Composite anti-intrusion panels *that are not of uniform thickness* shall be attached with no more than eight fasteners per side."

2. #31455 (Formula/Sports Racing Committee) Clarify tire marking requirements
In FC, GCR section 9.1.1.B.10.h, make changes as follows:
"FC shall be permitted a maximum of four (4) dry tires and four (4) wet tires for all Regional, Major*,* and Super Tour events; eight (8) dry tires and eight (8) wet tires *are permitted* for *the* Runoffs. This rule shall be effective beginning with the first (1st) qualifying session of the event. *Marked tires are not required for testing or practice.* It is the *competitor's* responsibility ~~of the competitor~~ to ensure that ~~their~~*the* tires are declared, marked*,* and logged by Tech in advance of ~~their on-track session(s)~~*the tire(s) being used in a qualifying session or race*."

GCR
None.

General
None.

Grand Touring
None.

Improved Touring

ITC

1. #30672 (Matthew Jacko) 9.1.3. ITC Spec Line for Honda CRX 1.5 (84-87) Bodywork
In ITC Spec Lines, Honda CRX 1.5 (84-87), change Notes as follows:
"~~Plastic front fenders, nose, lower body segments.~~ CVCC Cylinder head."

Legends Car

None.

Production

None.

Spec Miata

None.

Super Production

None.

Super Touring

None.

Touring

T3

1. #31327 (Touring Committee) Class Newer STI in T3
In T3 Spec Lines, classify Subaru STI (15-20) as follows:

T3	Bore x Stroke(mm)/ Disp. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
Subaru STI (15-20)	*99.5 x 79 2457*	*2650*	*18 x 9*	*245*	*3.64, 2.23, 1.52, 1.14, 0.97, 0.76*	*3.9*	*(F) 340 vented (R) 325 Vented*	*3200*	*Front Sway bar 27mm max and Rear Sway bar 24mm max allowed. Max spring rate (F) 800 lbs/in, (R) 900 lbs/in. Aftermarket Intercooler allowed. 37mm TIR required.*

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COURT OF APPEALS

SCCA Runoffs
JUDGEMENT OF THE COURT OF APPEALS
CSC Reference Number 47
Errors and Omissions COA Ref. No. 21-01-RO
September 29, 2021

FACTS IN BRIEF

During the 2021 SCCA Runoffs held at Indianapolis Motor Speedway, Race Director Kenneth Patterson received a request from Assistant Chief Steward (ACS) David Gomberg for clarification of a rule regarding permitted replacement of the stock throttle body in the September 2021 General Competition Rules (GCR) E Production (EP) Spec Line for BMW Z3 2.5L cars. Mr. Patterson filed an appeal per 2021 SCCA Runoffs Supplementary Regulations 12.5. seeking an immediate rule interpretation.

DATES OF THE COURT

The Court of Appeals (COA) Costa Dunias, Jack Kish, and Laurie Sheppard (Chairman) met on September 29, 2021, to review, hear, and render a decision on the “Errors and Omissions” request.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Kenneth Patterson, received September 29, 2021.
2. Statement from David Gomberg, received September 29, 2021.

FINDINGS

Mr. Gomberg gave Mr. Patterson a statement outlining the existing language and questioning whether additional options for replacement of a stock drive-by-wire throttle body are allowed.

The Production Category Specifications in GCR 9.1.5.E.1/2.b.4. state, “The stock throttle body casting/housing must be retained”. This rule is modified in the Spec Line for BMW Z3 2.5L cars by the statement, “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.” Merriam-Webster’s online dictionary states “with” is “used as a function word to indicate combination, accompaniment, presence, or addition”. GCR 1.2.3.A. states, “Interpreting the GCR shall not be strained or tortured and applying the GCR shall be logical…”

The COA reviewed the September 2021 GCR and found no other replacement part(s) listed for a BMW Z3 2.5L car's throttle body.

DECISION
The COA rules the only permitted replacement for the stock drive-by-wire throttle body is the alternate throttle body from BMW 92-95 325i (part #13541748105) combined with Turner Motorsports adapter plate (part #TEN9990850).

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COURT OF APPEALS

SCCA Runoffs
JUDGEMENT OF THE COURT OF APPEALS
CSC Reference Number 91
Kenneth Patterson vs. SOM COA Ref. No. 21-02-RO
October 2, 2021

FACTS IN BRIEF

Following the B-Spec race at the 2021 SCCA Runoffs held at Indianapolis Motor Speedway, Tech staff measured the intake valve diameter on B-Spec #00, driven by David Daughtery, and determined its diameter exceeded the value of 28.8mm listed on the Vehicle Technical Specification (VTS) sheet on file at the SCCA National Office. A Chief Steward's Action (CSA) was issued, assessing a position penalty sufficient to place Mr. Daughtery behind all compliant cars. Mr. Daughtery protested the CSA.

The Stewards of the Meeting (SOM) Kevin Cullen, Mike Smith, and Michael West (Chairman) heard testimony, interviewed witnesses, and conducted internet research. The SOM ruled Mr. Daughtery's intake valve diameter was appropriate for a 2009 Mini Cooper Hatchback. Race Director Kenneth Patterson filed an appeal of the SOM decision.

DATES OF THE COURT

The Court of Appeals (COA) Costa Dunias, Jack Kish, and Laurie Sheppard (Chairman) met on October 2, 2021, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Letter of Appeal from Kenneth Patterson, received October 2, 2021.
2. 2021 Runoffs SOM File and Ruling for Action #91, received October 2, 2021.
3. SCCA Pro Racing draft VTS for 2009-2013 Mini Cooper S JCW, dated 5/9/2016, and available via the internet.
4. Additional internet research of various sites related to 2009 Mini Cooper Hatchback (R56), conducted on October 2, 2021.

FINDINGS

The CSA was issued based on a Technical Inspection Report (TIR) documenting an intake valve diameter measurement exceeding the reference value found on the VTS sheet on file at the SCCA National Office. Mr. Daughtery argued the reference value was not correct and provided data to support his claim. The SOM determined the source for the value listed on the VTS sheet could not be confirmed. The SOM reversed

the penalty and restored Mr. Daughtery's finishing position. In his appeal, Mr. Patterson cited his authority under 2021 SCCA Runoffs Supplemental Regulations section 12.5 to seek a rule interpretation in an "Errors and Omissions" situation.

The COA reviewed the September 2021 General Competition Rules (GCR) and conducted independent internet research. The B-Spec Spec Lines do not require the 2009 Mini Cooper S (R56) to comply with the VTS sheet referred to by Tech staff. The COA located a publicly available OEM replacement intake valve for the 2009 Mini Cooper Hatchback (R56) on the Mini-Mania website (part # G2NME3518) which lists the diameter as 30.0mm. The COA verified with an independent builder of BMW race engines that the Mini-Mania website is a reputable source for Mini Cooper replacement parts. The COA also located a SCCA Pro Racing draft VTS dated 5/9/2016 for 2009-2013 Mini Cooper S JCW listing the intake valve size as 28.8mm. Peter Keane, Chairman of the Club Racing Board, confirmed that the Mini Cooper S JCW has a turbocharged engine while the 2009 Mini Cooper Hatchback (R56) does not. Therefore, the value of 28.8mm is not an appropriate standard for Mr. Daughtery's car.

The diameter of the identified OEM replacement intake valve exceeds the original measurements of Mr. Daughtery's intake valve as listed in the TIR. The COA finds the reference value listed in the TIR is incorrect. The intake valve diameter on Mr. Daughtery's 2009 Mini Cooper Hatchback (B-Spec #00) is deemed compliant. Mr. Daughtery's finishing position is restored. Mr. Patterson's petition for an "Errors and Omissions" ruling is denied.

DECISION
The COA upholds the SOM decision in its entirety. Mr. Patterson's appeal is well-founded and his appeal fee will be returned.

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EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

COURT OF APPEALS

SCCA Runoffs
JUDGEMENT OF THE COURT OF APPEALS
CSC Reference Number 82
Charles Habisreutinger vs. SOM COA Ref. No. 21-03-RO
October 3, 2021

FACTS IN BRIEF

Following the Touring 4 (T4) race at the 2021 SCCA Runoffs held at Indianapolis Motor Speedway, Race Director Kenneth Patterson submitted a Request for Action (RFA) seeking investigation of contact between T4 #9, driven by Charles Habisreutinger, and T4 #50, driven by Stephen Blethen.

The Stewards of the Meeting (SOM) Paul Gauzens and Tom Brown (Chairman) met to investigate the RFA. The SOM determined Mr. Habisreutinger violated GCR 6.11.1.A. (Avoid physical contact) and 6.11.1.D. (Passing responsibilities). They penalized Mr. Habisreutinger by moving him to last position in class with two (2) points against his competition license. Mr. Habisreutinger appealed the SOM's decision.

DATES OF THE COURT

The Court of Appeals (COA) Tom Campbell, Costa Dunias, and Jack Kish (Chairman) met on October 3, 2021, to review, hear, and render a decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. 2021 Runoffs SOM File and Ruling for Action #82, received October 3, 2021.
2. Interviews with Mr. Habisreutinger and Mr. Brown, conducted October 3, 2021.
3. Photos of Car #9, received October 3, 2021.
4. Written description of the incident from Mr. Habisreutinger, received October 3, 2021.

FINDINGS

In his appeal, Mr. Habisreutinger stated he did not know he was being interviewed by the SOM for causing contact between his car (#9) and Car #50. He assumed the interview was strictly for information gathering, and the incident investigation was between Car #50 and the SCCA. He further denied he made contact with Car #50, stating that Car #50 spun out of control on his own. The photos he provided of Car #9 did not show any significant damage. However, the video from the rear-facing camera of Car #50 clearly showed as Mr. Habisreutinger attempted an inside pass at the apex of

Turn 2, his car rode up on the apex curb and bounced to the right into Car #50, causing it to spin. Car #50 was unable to continue after contact with other cars.

The COA finds Mr. Habisreutinger is responsible for the incident by violating GCR 6.11.1.D. (Passing responsibilities) which states, “The overtaking driver is responsible for the decision to pass another car and to accomplish it safely.” By initiating his pass while driving up on the apex curbing, Mr. Habisreutinger was also responsible for the contact, in violation of 6.11.1.A. (Avoid Contact.) The penalty assessed by the SOM was within the authorities granted in GCR 7.2. and will not be modified.

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

Fastrack news official SCCA member notification
EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

COURT OF APPEALS

SCCA Runoffs
JUDGEMENT OF THE COURT OF APPEALS
CSC Reference Number 117
Austin Hill vs. SOM COA Ref. No. 21-04-RO
October 3, 2021

FACTS IN BRIEF

Following the Formula X (FX) race at the 2021 SCCA Runoffs held at Indianapolis Motor Speedway, Austin Hill, driver of FX #8, submitted a Protest against Tech (unnamed official) citing General Competition Rules (GCR) 8.1.5. (Protests) and Formula Race Promotions (FRP) Technical Rules (2018) 2.2.26.1. (Engine Regulations) alleging tech officials failed to enforce a rule.

The Stewards of the Meeting (SOM) Kevin Cullen, Mike Smith, and Michael West (Chairman) met to hear and rule on the Protest. The SOM determined they lacked the authority to grant relief and the Protest was disallowed. Mr. Hill appealed the decision.

DATES OF THE COURT

The Court of Appeals (COA) Jack Kish, Laurie Sheppard, and Costa Dunias (Chairman) met on October 3, 2021, to review, hear, and render a decision.

DECISION AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. 2021 Runoffs SOM File and Ruling for Action #117, received October 3, 2021.
2. Appeal form from Austin Hill (a minor) and his parents (Lisa and Andy Hill), received October 3, 2021.

FINDINGS

Mr. Hill originally filed a Protest against another competitor's car alleging non-compliance. The Hill family observed the car in impound and notified Tech staff of their observation. The Protest was not accepted as it did not meet the requirements stated in the 2021 SCCA Runoffs Supplemental Regulations item 12.2. related to compliance issues.

Mr. Hill then filed a Protest against the unnamed Tech official, citing GCR 8.1.5. (Protests). The SOM determined Tech staff investigated the allegation by the Hills and researched the GCR rules referencing the USF2000 (tube frame) in the FX class. The SOM further determined those rules do not require the engine configuration as stated by

Mr. Hill. The SOM explained to the Hills there was no way to grant relief as the cars were released from impound and the chain of evidence was broken.

In the appeal, the Hill's referenced the first court decision, GCR 8.1.5. (Protests), and 2021 SCCA Runoffs Supplemental Regulations 12.2. (Runoffs Protest exceptions), as well as preparation rules applicable to a USF2000 Tube Frame 2.0 Liter Mazda MZR. The appellant (Austin Hill) and his mother (Lisa Hill) presented the appeal in person to explain their rationale for the appeal. They asserted the Tech officials erred in not acting upon the Hills' verbal notice to them and not finding the engine non-compliant per the FRP rules.

The COA reviewed the documentation and witness statements provided by the SOM, as well as the rules referenced in the appeal. The COA finds Tech staff exercised due diligence in researching the rules in the GCR, referring to FRP Mazda MZR F2000 Technical Specifications (2018), and contacting FRP officials to ascertain their reading of the rules was correct. The COA also finds the SOM acted appropriately and within their authority in disallowing Mr. Hill's Protest.

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