

CLUB RACING BOARD MINUTES | December 7, 2021

The Club Racing Board met by teleconference on December 7, 2021. Participating were Peter Keane, Chairman; Jim Goughary, John LaRue, Paula Hawthorne, Sam Henry, Tom Start, Tony Ave and Shelly Pritchett, secretary. Also participating were: Bob Dowie, Chris Albin, Clay Turner 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. #30293 (ROGER EAGLETON) Proposed Revisions to SCCA GCR 2021 Appendix M, Part 1

Thank you for your letter. A committee representative will be in touch with you regarding the Spec Mustang changes and how to apply them to American Sedan. After discussion with Roger Eagleton, author of letter, we feel the Alternate flywheel is not appropriate for the class and therefore a weight penalty is not required. Although we will be allowing the change to the final drive ratio. Alternate drive ratios are within the spirit of AS and therefore we feel that change covered in a following letter is appropriate.

2. #31461 (Daniel Richardson) Request to Classify the 2016 to 2018 Camaro

Thank you for your letter. The ASAC appreciates and encourages your input. Please continue to work directly with the ASAC to establish the modifications and procedures to classify the 6th generation Camaro for inclusion in American Sedan. The ASAC would like to add the vehicle in both the full preparation and limited preparation configuration for the 2023 season.

3. #31645 (Allison Palitz) Regional Classes Rules allowed in National Classes (SMG)

Thank you for your letter. The ASAC and the Touring committee will work together to ensure classified cars such as the SMG meet the intended national class philosophy they are intended to compete with. Please continue to communicate with the ASAC to help ensure the success of this Balance of performance.

B-Spec

1. #31147 (Josh Smith) Mazda 2 Swaybar End Links

Thank you for your letter. The BSAC feels the rules are written fine as is. Cars can be run with any (or all) of the parts in an OEM kit. Also, it is already legal to run without the front sway bar.

2. #31346 (Alex Ratcliffe) Request to tighten up and revise the rule book language

Thank you for your letter. The BSAC committee agrees with the intent to tighten up the language. Please submit specific requests and see the answer to letter 31359 in current Fastrack.

3. #31384 (Charles Davis) Define the Term

Thank you for your letter. Please see letter # 31359 in current Fastrack.

FA

1. #31717 (Samuel Voydanoff) Formula Atlantic survey 016 written as 014

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

P1

1. #31721 (Lee Alexander) In Support of Letter #31609

Thank you for your letter. Please see the response to letter #31609 in this Fastrack's Technical Bulletin.

P2

1. #31686 (Vaughan Scott) Response to Dec TB Rule Change on P2 Floor Aero

Thank you for your letter. Please see the response to letter #31783 in this Fastrack's Technical Bulletin.

2. #31702 (Craig Farr) Response to Dec TB rule change on P2 floor aero

Thank you for your letter. Please see the response to letter #31783 in this Fastrack's Technical Bulletin.

3. #31719 (MICHAEL DEVINS) Technical Bulletin - P2 Item 2

Thank you for your letter. Please see the response to letter #31783 in this Fastrack's Technical Bulletin.

GCR

1. #31274 (Lee Alexander) What Do We Think About Tire Warmers

Thank you for your letter. Please see letter # 30855 in current Fastrack.

2. #31290 (Michael Major) Tire Warmers

Thank you for your letter. Please see letter # 30855 in current Fastrack.

3. #31356 (Derrick Ambrose) Protests at the end of the race

Thank you for your letter. We are forwarding your letter to the Staff and the Race Director for consideration when developing the 2022 Runoffs Supplemental Regulations.

4. #31378 (Michael Fox) Request to allow protests for compliance during post-race impound

Thank you for your letter. We are forwarding your letter to the CRB and the Race Director for consideration when developing the 2022 Runoffs Supplemental Regulations.

5. #31435 (Kevin Kloepper) Tire Warmers

Thank you for your letter. Please see letter # 30855 in current Fastrack.

6. #31436 (Terrance Jinks) Tire warmers

Thank you for your letter. Please see letter # 30855 in current Fastrack.

7. #31547 (Dennis Andrade) Proposed Flat Towing Rule

Thank you for your letter. We are forwarding your comments on to the Emergency Service Specialty for clarification and inclusion in their operations manual.

General

1. #31630 (Bill Lamkin) Time to improve communication and procedure in Impound

Thank you for your letter and sharing your experience.

HP

1. #31639 (Vesa Silegren) Compliance Review Request

Thank you for your letter. The referenced rule by the letter writer adequately allows the modification being discussed.

2. #31798 (Mike Ogren) VW Golf/Jetta MK3 into HP

Thank you for your letter. It will be taken into consideration as the competitiveness of this car is monitored.

Prod General

1. #31613 (Daniel Snow) Alternate materials for

Thank you for your letter. The usage and definition of stock and replica components is adequate as written, as is the definition of grille and trim.

ST General

1. #31158 (Christopher Childs) Request alternate Miata hubs

Thank you for your letter. Front hub was submitted in the General Rules so that it applied to both STL and STU.

2. #31322 (Jose de Miguel) Air Intake for Throttle

Thank you for your letter. Please see response to letter # 31328 in current Fastrack.

3. #31646 (Eric Heinrich) Request for Intake Porting Clarification

Thank you for your letter. Please see letter # 31323 in current Fastrack.

4. #31710 (Greg Amy) Requesting Super Touring U

Thank you for your letter.

5. #31731 (Matt Blehm) Stop Eroding the Philosophy of the Class!

Thank you for your letter.

STU

1. #31328 (Axel Cabrera) Runoffs DSQ STU 3rd Place/ Throttle Body

Thank you for your letter. Please see letter # 31323 in current Fastrack.

2. #31471 (Raymond Philibert) Mazda 13B Bridge Port Throttle Body Request

Thank you for your letter. The rule currently allows any dual throttle bodies or auto type 2BBL with any dual wide manifold. Must run 42mm chokes.

3. #31720 (Dennis Fernandez) 10% weight reduction

Thank you for your letter.

4. #31722 (Darin Treakle) Opposes STU rules changes

Thank you for your letter.

5. #31735 (Robert Verenna) Rules Stability

Thank you for your letter.

T1

1. #30885 (Lack Leo) Request consideration E36 engine swap

Thank you for your letter. The 128i is not classified in T1. If you know the configuration of the car that you would like to run, please provide the committee with the appropriate VTS sheet.

T2

1. #30965 (George Biskup) Balance of Performance Favors Porsche by Wide Margin

Thank you for your letter. Data from the season and the Runoffs was analyzed after the season. Please see the suggested T2 BOP adjustments in letter 31480. If you would like to race the 2021 Mach 1, please complete the VTS sheets and submit them.

2. #31021 (Andler Klatzky) M235iR (Evo Package)

Thank you for your letter. Please see T2 Spec Lines for BMW M235iR (-2016), "(effective 01 March 2021: EVO package permitted +75 lbs.)"

3. #31493 (OSCAR HERNANDEZ) Porsche 996 Helper Springs and Spring Holders

Thank you for your letter. The word "allowed" does not mean "required". You do not have to run the helper spring or spring holder.

T2-T4

1. #31390 (John Weisberg) BMW E98 Z4

Thank you for your letter. The committee reached out to the letter writer. He was just fishing for info. We asked him to be more specific about his request. He seems to be considering a 2022 BRZ instead.

T4

1. #31687 (Tom Fowler) Unnecessary Changes

Thank you for your letter. The performance adjustments published are the result thoughtful consideration, data collection and analysis from all of the touring races throughout the 2021 season. Decisions are not based solely on a single event but all touring races throughout every region. No BOP decision is made quickly or without careful consideration. We ask that you bring out your cars and race. Without data on the adjusted cars further corrections can't be made. Please participate. The more data we get, the better our corrections will be. Please see other letters from other competitors that requested changes.

2. #31688 (Colin Koehler) Support Dec Prelim Fastrack BOP

Thank you for your letter and support.

3. #31711 (Tim Myers) Re: T4 Mustang prelims and request for help.

Thank you for your letter. The T4 Mustang has had the most positive adjustments of any car in the class over the past 5 years. In that time period; the weight has been decreased by 75 lbs, wheel size and width increased to 18x8, the OE wheel requirement was removed (decreasing rotating mass), the spring allowance was improved, A/M shocks were allowed (including fully custom non-adjustable), LSD options were opened up, a cold Air intake was allowed and the 50mm flat plate restrictor was removed. We also allowed the Mustang GT brakes. The committee is continually trying to make this car competitive. We will continue to look at this car and we're considering future allowances.

4. #31715 (Kevin Fryer) Alternate Coolant Expansion Tank - 2006-2015 Mazda MX-5

Thank you for your letter. The component you are requesting is already permitted on all Touring cars. See - 9.1 9.2.3.a.2.

5. #31853 (Steven Lakey) RX8 Suspension

Thank you for your letter. The changes to the spec line were made because the old spring parts are no longer available. The new springs are readily available, affordable, and were requested by Mazda Motorsports. They are a stiffer spring than the old allowance, thus the weight adjustment. Springs like these commonly cost a few hundred dollars. The old sway bar (yours) is the basis for the measurements in the new spec line. New builds have the option to use a different set of bars. There is no change to the shock rule, but Mazda Motorsports plans to offer a shock kit specific to the T4 RX-8. This option conforms to the T4 shock rule that has been in place since for years.

Not Recommended

AS

1. #30296 (ROGER EAGLETON) Proposed Revisions to SCCA GCR 2021 Appendix M, Part 4

Thank you for your letter. A committee representative will be in touch with you regarding the Spec Mustang changes and how to apply them to American Sedan. The requested rule change is not recommended for implementation due to the significant reduction of the flywheel mass. The recommended flywheel would be lighter than any other flywheel currently allowed within the class.

2. #30882 (Nathan McBride) Request Pontiac GTO cold air intake

Thank you for your letter. At this point the CRB is not in favor of modifying the induction system for the GTO. The requested change was discussed again by the ASAC and was considered not in the spirit of restricted preparation. The ASAC would like to continue to work with competitors running the GTO to ensure the competitiveness of the vehicle.

3. #31194 (Drew Cattell) Correct weight / tire mistake in GCR

Thank you for your letter. In order to simplify the rules, a single weight specification was implemented. No changes are needed at this time.

4. #31234 (Pamela Richardson) Engine Blocks for Ford and GM Full Preparation Cars

Thank you for your letter. The ASAC, which includes members from GM engineering, feel the supply of engine blocks will improve as soon as supply chain improvements occur. Although current limited availability is difficult, introduction of additional alternatives would be too significant for the class.

FC

1. #31756 (Steve Thomson) Allow USF2000 cars in FC per FRP rules

Thank you for your letter. The Club Racing Board does not recommend this change. Introduction of the MZR-powered USF2000 cars would serve to reopen the debate about balance of performance issues in FC, which would likely result in a decrease in participation in the class. In addition, USF2000 cars are an integral part of the FX class. During the 2021 U.S. Majors season USF2000 cars accounted for approximately 20% of the entries in FX, and the class would have been unable to achieve an average of 4.0 cars per event without their participation.

GCR

1. #31544 (Don Walsh) Fuel Testing of Pre-mix Fuel

Thank you for your letter. Current rule is appropriate as written. There are other two-stroke fuel additives on the market that do not impact the fuel dielectric reading as significantly as the product you are using does.

2. #31631 (Christopher Childs) Adoption of FIA Flagging Rules.

Thank you for your letter. The current flag rules were developed over decades of SCCA road racing experience with varying corner staffing and varied track layouts. The use of FIA flag rules, specifically the green flag following a yellow flag requirement would mean very large yellow flag no passing zones due to minimal staffing and the distances between turn stations at some tracks. Additionally, FIA flag rules have no provision for stopping all race cars on track immediately like our Red Flag rule does for safety. The FIA Red Flag is the equivalent of our Black Flag All rule.

General

1. #31601 (DANIEL SNOW) Installation Lap

Thank you for your letter. Time in the schedule generally will not allow for the extra lap.

GT2

1. #31452 (William Moore) GT2 Trans Am TA2 Weight Reduction to 2830 lbs.

Thank you for your letter. The CRB does not feel that this requested weight reduction is justified. We will continue to collect data.

EP

1. #30996 (Tim Schreyer) Request Weight Reduction for 84-91 BMW 325is

Thank you for your letter. Please see response to letter #31858, where several other changes were made in EP in an effort to improve the competition balance of the class. Due to those changes, this additional requested change is not recommended at this time, as the results of these changes needs to be seen.

2. #31739 (Rich Walke) Weight Reduction Request for Austin-Healey 3000

Thank you for your letter. In order to properly determine if a performance related competition adjustment is warranted for this vehicle, the PAC needs to see it adequately built and campaigned towards the limit of the Production ruleset.

FP

1. #31600 (DANIEL SNOW) FP Fiat X19 Competition Adjustment

Thank you for your letter. A positive competition judgement was given to this vehicle earlier in 2021, and making another so soon afterwards is not recommended at this time. Please continue to campaign and develop the car, before additional adjustments will be considered.

HP

1. #31484 (Darryl Pritchett) Request to move FP Dodge Neon (95-99) SOHC from FP to HP

Thank you for your letter, but this request is not recommended. The Neon engines are modern, 16-valve, cross-flow, over-head-cam engines, unlike the other 2.0L cars that were added to HP earlier in 2021. Its performance capability belongs in FP. Adjustments to the Neon's spec lines in FP could be considered, with on-track results and data to better show their competition potential.

2. #31602 (DANIEL SNOW) Fiat X19 Intake Manifold

Thank you for your letter. This allowance is not recommended. Please note that other adjustments were made to this car in letter #31653 in current Fastrack.

3. #31658 (STEVE STRICKLAND) Please Consider Classifying the 1999-2000 Mazda Protege in HP

Thank you for your letter, but this vehicle is not recommended for HP. Its engine is comparable to the other Protege's that are already in FP, and it is believed it would gain too much when built to Prep 2 Prod rules, to fit into HP at a reasonable weight for the class. It could be considered for FP, if requested.

Prod General

1. #31542 (Mike Ogren) 100 Tread Wear Weight Allowance.

Thank you for your letter, but this is not recommended. Trying to balance the potential of different tires through weight breaks would be a difficult and unrealistic exercise, with constantly moving targets. It would also create an even bigger disparity in how different cars achieve their lap times. Competitors are free to use whatever tires they'd like, but their competitiveness cannot be guaranteed.

SM

1. #31258 (Ralph Provitz) Front Hubs

Thank you for your letter. Opening up front hubs could create an arms race of hub designs and materials choices driving up the cost of racing. At this time there only appears to be one hub that would meet the requirements of your request and that hub would cost the racers roughly \$1,400.00 which we do not feel is good for the overall community.

ST General

1. #31712 (Oscar Jackson) Remove Engine Manufacturer Match Requirement

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

2. #31713 (Oscar Jackson) Additional to #31712

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

STL

1. #31157 (PABLO GASTALDI) Dry Sump in STL

Thank you for your letter. Dry Sumps are legal in STU. The STAC and CRB does not feel Dry Sumps should be included in STL at this time.

2. #31188 (Paul McNamara) Sr20DE Reclassification Request

Thank you for your letter. Please see 9.1.4.G.2. which provides a very specific list of information (VTS, shop manual etc) which must be provided to request a non USDM engine for consideration.

3. #31541 (Austin Hilliard) Wheel Width Allowance

Thank you for your letter. In the interest of class stability, your request is not recommended.

4. #31648 (Eric Heinrich) Approve BMW N45B20 2.0L 11:1 Non-USDM Engine for STL

Thank you for your letter. Please see 9.1.4.G.2. which provides a very specific list of information (VTS, shop manual etc) which must be provided to request a non USDM engine for consideration.

STU

1. #31470 (Scott Peterson) Request for Elimination of 9.1.4.E.6. for STU

Thank you for your letter. Your request is against class philosophy.

2. #31650 (Eric Heinrich) Request to Remove 9 Inch Wheels

Thank you for your letter. In the interest of class stability, your request is not recommended.

3. #31704 (John Weisberg) Throttle Body Inlet Equality

Thank you for your letter. Not recommended at this time.

T1

1. #31304 (Eric Rockwell) AUDI TCR in T1 or T2 Classes

Thank you for your letter. TCR car have been classed in GT3. See info in the 12/2021 GCR on page 360.

T2

1. #31492 (OSCAR HERNANDEZ) Porsche 996 weight reduction request for 3.4l and 3.6l in T2

Thank you for your letter. The performance adjustments published are the result thoughtful consideration, data collection and analysis from all of the touring races throughout the 2021 season. Decisions are not based solely on a single event but all touring races throughout every region. No BOP decision is made quickly or without careful consideration. We ask that you bring out your cars and race. Without data on the adjusted cars further corrections can't be made. Please participate. The more data we get, the better our corrections will be.

2. #31494 (OSCAR HERNANDEZ) Porsche 996 Weight Reduction Request for 3.4l and 3.6l in T2

Thank you for your change. The performance adjustments published are the result thoughtful consideration, data collection and analysis from all of the touring races throughout the 2021 season. Decisions are not based solely on a single event but all touring races throughout every region. No BOP decision is made quickly or without careful consideration. We ask that you bring out your cars and race. Without data on the adjusted cars further corrections can't be made. Please participate. The more data we get, the better our corrections will be.

3. #31511 (Ryan Upham) Request older chassis aero BOP

Thank you for your letter. The TAC does not support adding a wing or aero allowances to any T2 cars. The allowance on the 996 is grandfathered, since it has been on the car in T2 for a very long time to allow this car to continue to compete. The E46 doesn't need an aero allowance to be competitive.

T2-T4

1. #31506 (Jason Ott) Request to remove camber maximum requirement

Thank you for your letter. The current BOP is very close. This change will throw that off. Some cars can achieve camber and others are very limited. 3.5 degrees is attainable by most cars under the current bushing and top hat rules.

2. #31701 (Roldan de Guzman) T4 Rule Change Proposals

Thank you for your letter. The performance adjustments published are the result of thoughtful consideration, data collection, and analysis from all of the touring races throughout the 2021 season. Decisions are not based solely on a single event but all touring races throughout every region. No BOP decision is made quickly or without careful consideration. We ask that you bring out your cars and race. Without data on the adjusted cars further corrections can't be made. Please participate. The more data we get, the better our corrections will be. Please see some recent changes in the GCR that include some of your requests.

T3

1. #31532 (Griffin Gamcsik-Uly) Please Adjust Max Tire Size for BMW 330i/Ci (01-06)

Thank you for your letter. The 330 and Spec E46 have been closely monitored and their current configuration is the basis for the BOP of the cars.

2. #31533 (Griffin Gamcsik-Uly) Request VRSF 5

Thank you for your letter. The Committee has not seen either of these cars on the track. Please bring one of them out so we can collect data prior to making a change.

3. #31534 (Griffin Gamcsik-Uly) Request Aftermarket Cold Air Intake Allowance for 96-00 E36 M3

Thank you for your letter. Recent data shows that the E36 M3 is competitive as classed.

4. #31625 (Richard Kulach) Spring Update Request for 370Z Nissan

Thank you for your letter. This change isn't recommended at this time.

5. #31634 (Derek Chan) 350z DE / HR - Front Camber Arm

Thank you for your letter. Recent changes were made to allow the SPC front adjustable arms, which are available.

6. #31714 (Skylar McKnight) 1995 E36 M3 Classification Request

Thank you for your letter. The 1995 has a smaller displacement than the 1996. The spec line that you're referring to actually exists to allow a BMWCCA class in our T3 class. It isn't a spec line that we can alter. That said, the 1995 is too old to be added to the Touring category. Many of these cars find a home in STU or one of the IT classes.

7. #31778 (Luis Goncalves) BRZ/FRS/86 Down on Power

Thank you for your letter. Although your suggestion would help the platform make power, it is not within the scope of the Touring classes. Additionally, such a change would create a situation where every driver using that spec line would need to convert to E85 to be competitive. Recent changes were made to the class that should slow down leaders.

T4

1. #30979 (CHRISTOPHER WINDSOR) Request for Durability suggestion

Thank you for your letter. Recent changes have been made to the class and we will continue to monitor the results.

2. #31566 (Tony Roma) Allow Chevrolet Cobalt SS caliper like in T2 and T3 for Solstices

Thank you for your letter. We do not suggest allowing Brembo calipers in T4, especially if they were not OE to the car.

3. #31675 (Luis Goncalves) BRZ/FRS/86 Suspension

Thank you for your letter. The BRZ/FRS/86 has been closely monitored and it's current configuration is the basis for the BOP of the car.

4. #31689 (Colin Koehler) BOP request for the 13-16 FRS/BRZ

Thank you for your letter. The performance adjustments published are the result of thoughtful consideration, data collection, and analysis from all of the touring races throughout the 2021 season. Decisions are not based solely on a single event but all touring races throughout every region. No BOP decision is made quickly or without careful consideration. We ask that you bring out your cars and race. Without data on the adjusted cars further corrections can't be made. Please participate. The more data we get, the better our corrections will be. Wider wheels would save on tire wear, but it would increase the speed of the car, throwing off the well established BOP.

5. #31690 (Colin Koehler) T4 Rules Change Proposal

Thank you for your letter. Camber- The current BOP is very close. This change will throw that off. Some cars can achieve camber and others are very limited. 3.5 degrees is attainable by most cars under the current bushing and top hat rules.

Adjustable shocks- It is true that some people will arrive at the track with 3 sets of non-adjustable shocks and they'll choose the best option. If single adjustable shocks were allowed, you'd move the problem upward. The same guy would arrive with 3 options with different rebound valving. The TAC feels that single adjustable shocks wouldn't help.

Oil pans- Recent changes were made to allow alternate oil pans, or modifications.

6. #31691 (Colin Koehler) BOP for 2013-2016 FRS BRZ

Thank you for your letter. The performance adjustments published are the result of thoughtful consideration, data collection, and analysis from all of the touring races throughout the 2021 season. Decisions are not based solely on a single event but all touring races throughout every region. No BOP decision is made quickly or without careful consideration. We ask that you bring out your cars and race. Without data on the adjusted cars further corrections can't be made. Please participate. The more data we get, the better our corrections will be. Wider wheels would save on tire wear, but it would increase the speed of the car, throwing off the well established BOP.

7. #31692 (JJ Servis) Reconsider B14 Allowance

Thank you for your letter. The BRZ/FRS/86 has been closely monitored and its current configuration is the basis for the BOP of the car.

8. #31700 (Richard Delamare) BOP Request for FRS/BRZ in T4

Thank you for your letter. The current camber limit exists because it can be achieved by most of the cars in the class using the allowances in the category rules.

9. #31716 (Marc Cefalo) Reduce Weight of T4 06-15 Model Year MX5 Back to 2650

Thank you for your letter. The performance adjustments published are the result of thoughtful consideration, data collection, and analysis from all of the touring races throughout the 2021 season. Decisions are not based solely on a single event but all touring races throughout every region. No BOP decision is made quickly or without careful consideration. We ask that you bring out your cars and race. Without data on the adjusted cars further corrections can't be made. Please participate. The more data we get, the better our corrections will be.

10. #31801 (David Mead) RX8 Suspension Upgrade

Thank you for your letter. The change to the spring allowance was made at the request of Mazda Motorsports because of availability issues. The sway bar allowance does not favor the Mazda Motorsports parts, but allows them to supply them.

11. #31808 (Chris Windsor) Please reanalyze MX-5 Weight

Thank you for your letter. The performance adjustments published are the result thoughtful consideration, data collection and analysis from all of the touring races throughout the 2021 season. Decisions are not based solely on a single event but all touring races throughout every region. No BOP decision is made quickly or without careful consideration. We ask that you bring out your cars and race. Without data on the adjusted cars further corrections can't be made. Please participate. The more data we get, the better our corrections will be.

12. #31810 (Eddie Keturakis) Reconsider weight penalties for MX-5 typical upgrades

Thank you for your letter. The performance adjustments published are the result thoughtful consideration, data collection and analysis from all of the touring races throughout the 2021 season. Decisions are not based solely on a single event but all touring races throughout every region. No BOP decision is made quickly or without careful consideration. We ask that you bring out your cars and race. Without data on the adjusted cars further corrections can't be made. Please participate. The more data we get, the better our corrections will be.

13. #31811 (Jeffrey Liller) Opposes MX-5 Weight

Thank you for your letter. The performance adjustments published are the result thoughtful consideration, data collection and analysis from all of the touring races throughout the 2021 season. Decisions are not based solely on a single event but all touring races throughout every region. No BOP decision is made quickly or without careful consideration. We ask that you bring out your cars and race. Without data on the adjusted cars further corrections can't be made. Please participate. The more data we get, the better our corrections will be.

14. #31815 (Eddie Keturakis) Tire Expense

Thank you for your letter. It is not the position of the Touring Committee to tell you which DOT tires to use.

15. #31817 (Eddie Keturakis) Reconsider Weight Penalties for MX-5 mods

Thank you for your letter. The performance adjustments published are the result thoughtful consideration, data collection and analysis from all of the touring races throughout the 2021 season. Decisions are not based solely on a single event but all touring races throughout every region. No BOP decision is made quickly or without careful consideration. We ask that you bring out your cars and race. Without data on the adjusted cars further corrections can't be made. Please participate. The more data we get, the better our corrections will be.

16. #31819 (Tom Fowler) T4 Penalized

Thank you for your letter. The performance adjustments published are the result thoughtful consideration, data collection and analysis from all of the touring races throughout the 2021 season. Decisions are not based solely on a single event but all touring races throughout every region. No BOP decision is made quickly or without careful consideration. We ask that you bring out your cars and race. Without data on the adjusted cars further corrections can't be made. Please participate. The more data we get, the better our corrections will be.

17. #31838 (Steve Bertok) MX-5 Weight Penalty

NR: Thank you for your letter. The performance adjustments published are the result of thoughtful consideration, data collection, and analysis from all of the touring races throughout the 2021 season. Decisions are not based solely on a single event but all touring races throughout every region. No BOP decision is made quickly or without careful consideration. We ask that you bring out your cars and race. Without data on the adjusted cars further corrections can't be made. Please participate. The more data we get, the better our corrections will be. Please see some recent changes in the GCR that include some of your requests. The car that did claim the pole position was also adjusted with weight.

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. #30294 (ROGER EAGLETON) Proposed Revisions to SCCA GCR 2021 Appendix M, Part 2
Effective 03/01/2022 In SMG, Appendix M.2.j.1. Stock transmissions, make changes as follows:

"5 speed to run with ~~3.73~~ **3.90** ratio rear end. *Manufacture Motive Gear, PN F888390.*"

2. #31848 (American Sedan Committee) Rear coil over option for all vehicles

Effective 03/01/2022 In GCR, Section 9.1.6.D.4.b.1., change as follows:

"Springs of any origin may be used, provided they are of the same number and type as originally fitted and they must be installed in the original location. *Front suspension* Coil over springs and shocks are prohibited, unless fitted as original equipment. *Rear spring relocation to the shock is permitted.*"

Effective 03/01/2022 In AS Spec Lines, Ford Mustang GT 5.0l (15-17) Restricted Preparation, change Notes as follows:

~~"Rear spring relocation to the shock is permitted."~~

3. #31849 (American Sedan Committee) Wheel rim width increase and commonality

Effective 03/01/2022 In GCR, Section 9.1.6.D.6.a.2., change as follows:

~~"Maximum wheel width is 8 inches."~~ *Maximum wheel width is restricted based on the following:*

Vehicles with max tire size of 275mm, max rim width is 10 inches

Vehicles with max tire size of 295mm, max rim width is 11 inches

Vehicles with max tire size of 315mm, max rim width is 12 inches

Vehicles with max tire size of 335mm, max rim width is 13 inches

~~u~~ Unless indicated within the vehicle specification line.

Effective 03/01/2022 In AS Spec Lines, change Notes as follows:

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), LS2, 2 valves/cylinder: "Max. Wheel Size: ~~18 x 9.5~~ *Dia. 18.0 inches*"

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: "Max. Wheel Size: ~~17 x 9.~~"

Chevrolet Camaro (10-15): "Max wheel size ~~20 x 10.~~ *Dia. 20.0 inches*"

Dodge Challenger (08-20) Restricted Preparation 5.7L, 6.1L, or 6.4L V8 (Iron block, Aluminum heads), 2 valves/cylinder: "Max. Wheel Size ~~18 x 12.~~ *Dia. 20.0 inches*"

Ford Mustang Cobra and GT 94-95 (Restricted Prep) 5.0 and 5.8 motor: "Max. Wheel Size: ~~17 x 9.~~"

Ford Mustang including Cobra 96-04 (Restricted Prep) 4.6L two and four valve motor: "Max. Wheel Size: ~~17 x 9.~~"

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: "Max. Wheel Size: ~~18 x 10.~~ *Dia. 18.0 inches*"

Ford Mustang GT 5.0l (15-17) Restricted Preparation: "Max. Wheel Size: ~~18 x 10.~~ *Dia. 18.0 inches*"

Pontiac GTO (04-06) Restricted Prep. 2004, 5.7L V8 (Aluminum Block, Aluminum heads), LS1, 2 valves per cylinder 05-06, 6.0L V8 (Aluminum Block, Aluminum heads), LS2, 2 valves per cylinder: "Max. Wheel Size: ~~17 x 9.5.~~"

4. #31850 (American Sedan Committee) Move from tire exclusion list to tire inclusion list

Effective 04/01/2022 In GCR, Section 9.1.6.D.6.b.4., change as follows:

*"American Sedans may not compete or qualify on Hoosier A7 compound tires effective 06/15/2021. **American Sedans must compete on DOT "R-type" road race tires. Permitted tires are listed below. Soft "A type" autocross tires are prohibited:***

BFGoodrich R1 & R1S

Goodyear DOT radial DOT R or W compound

Hankook Ventus Z214 C51/Medium

Hoosier R7 or R6 or HWET

Kumho Ecsta V700

Nitto NT101

Toyo R888, Toyo Proxes RA1, or Proxes RR

Yokohama A048

Rain tires must continue to have DOT rating, except that softer compound dry tires, such as the Hoosier A7 (but not limited to), are not permitted for use as rain tires.

The objective of this rule is to require the use of a more durable and economical tire. Performance of approved tires will be monitored by the ASAC and those which are found to deviate from this objective may be subject to exclusion by means of a Tech Bulletin or other appropriate communications.

Additional tires may be requested for consideration by the ASAC and may be introduced within rule change timing cadence."

B-Spec

1. #31359 (Stephen Blethen) Request stock OEM parts

Effective 03/01/2022 In GCR, Section 9.1.10.E.27., change as follows:

*~~"OEM or exact replacement catalysts are permitted. Any part of the exhaust system beyond the primary catalytic converter(s) may be replaced provided:~~ **Only OE catalyst are permitted. The exhaust system downstream of the primary catalyst may be replaced provided:"***

GCR

1. #30855 (James Devenport) Request use of tire warmers

Effective 03/01/2022 In GCR 9.3.46., TIRE WARMERS, change as follows:

~~"Pre-heating of tires prior to competition by electrically heated covers or similar means is prohibited on the grid."~~

3. #31166 (Robey Clark) 7.4.1.D Penalties (FE, SRF)

Effective 03/01/2022 In GCR section 7.4.D, make changes as follows:

~~"FE/FE2: see 9.1.1.I.192.T.~~

~~SRF/SRF3: see 9.1.8.E.T."~~

General

1. #31697 (SCCA Staff) Clarify the definition of OEM and it's derivatives

Effective 03/01/2022 In Appendix F., add definitions as follows:

*"Throughout the GCR a part may be described as **OE, OEM, After Market, or Performance Alternative** rather than being described by its specific dimensions, capacities, or other by other technical criteria. The definition for these standards, **OE, OEM, After Market, or Performance Alternative**, are included in the GCR Technical Glossary. These definitions will control unless the subject part is more particularly described within the class or car specific rules or is specifically accepted in the GCR. The protocol for determining whether a part meets the required standard will be as follows:*

OE – The described part is that which came on the vehicle or that which would be purchased from the original vehicle manufacturer or an authorized dealer for replacement. OE parts may be manufactured by different suppliers. An OE part may bear the original vehicle manufacturer's name, logo, part number or other identifier that can be used for purposes of verification. Verification may also be achieved by means of the vehicle manufacturer's repair manual or other official documentation.

OEM– The described part is manufactured by the same company that produced the part for the original vehicle manufacturer. The OEM part will be identical to the OE part other than in its markings. To be labeled or considered as an OEM part it must be of the same design as the OE part regardless of its origin. It may be compared against a known OE part (keeping in mind that there may be more than one OE supplier to a vehicle manufacturer) or other documentation from the original vehicle manufacturer.

After Market – These parts are usually copied from an OE part but are likely not produced by the same manufacturer. The part may not be identical, but it should offer no distinct advantage over the OE or OEM part other than perhaps a lower price point. Documentation from the part manufacturer or other commercial publications may be considered in making a determination as to whether a part qualifies as "After Market".

Performance Alternative–These parts are marketed or described by the manufacturer as offering an "upgrade" or performance advantage over the OE, OEM, and After Market parts that they replace. The advantage may be in any area including, but not limited to, increased power, mileage, and durability. Documentation from the part manufacturer or other commercial publications may be considered in making a determination as to whether a part qualifies as "Performance Alternative".

If during inspection the technical steward cannot readily determine whether a part meets the required definition (OE/OEM/After Market or Performance Alternative) the matter shall be referred to the CRB for a determination.

Competitors are encouraged to utilize the Compliance Review Process described in GCR Rule 8.1.4 to resolve ambiguities in advance of competition."

GTX

1. #31948 (Club Racing Board) Prototypes added to GTX

In GTX, Section 9.1.2.H., add Prototypes as follows:

9.1.2.H. GTX CATEGORY SPECIFICATIONS

"A. Purpose and Philosophy

The intent of the GTX category is to allow competition of production-based vehicles that compete in professional road racing series in the United States.

The GTX class will have annual balance of performance (BOP) changes. Weights may be adjusted, or cars may be subject to changes in intake restrictors to meet periodic professional series changes. Cars may be required to carry data acquisition equipment for review of performance.

B. Eligibility

Vehicles meeting one of the following criteria may compete in the GTX category:

1. FIA GT3:

- Cars will be approved on a case-by-case basis with supporting documentation.
- Competitors must have the FIA GT3 sheet, as approved, available for scrutineers when requested.

- Cars approved to run in accordance with their FIA GT3 specifications must adhere to those specifications.
- See GTX spec line for eligible FIA GT3 cars.

2. SRO GT4:

- Cars will be approved on a case-by-case basis with supporting documentation.
- Competitors must have the SRO GT4 sheet, as approved, available for scrutineers when requested.
- Cars approved to run in accordance with their SRO GT4 specifications must adhere to those specifications.
- See GTX spec line for eligible SRO GT4 cars.

3. TCR:

- Cars will be approved on a case-by-case basis with supporting documentation.
- Competitors must have the TCR sheet, as approved, available for scrutineers when requested.
- Cars approved to run in accordance with their TCR specifications must adhere to those specifications.
- See GTX spec line for eligible TCR cars.

4. GTX Tube Frame:

- GTX tube frame cars will consist of currently classified GT1 cars with improved aerodynamics, wheels, brakes and limited fuel injection systems. Stock car bodies permitted. GTX tube frame cars must weigh 2780 pounds.

5. GTX Grand Am Tube Frame:

- GTX Grand Am tube frame cars will consist of fuel injected tube frame cars classified in the Grand Am Road Racing series from 2007-2013. GTX Grand Am tube frame cars must provide their Grand Am rule set and specifications.

6. Daytona Prototype Gen # 1 (2003-2007):

7. Daytona Prototype Gen # 2 (2008-2011):

8. Daytona Prototype Gen # 3 (2012-2016):

9. Daytona Prototype International (2017-):

10. IMSA GTP (1994-1998):

- IMSA Camel Light (1985-1993)

11. Le Mans Prototype

- Le Mans Prototype 1 (1999-2013)
- Le Mans Prototype 2 (1999-Present)
- Le Mans Prototype 3 (2017-Present)
- Le Mans Prototype Challenge (2009-2018)

12. World Sports Car (1994-1998)

13. Vehicles listed in Table 4 below

C. Bodywork

1. FIA or TCR standard bodywork must comply with their associated specifications.
2. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications.
3. Grand Am tube frame cars must comply with the 2007-13 GA specifications.
4. *Prototype standard bodywork must comply with their associated specifications.*

D. Aerodynamic Devices

1. FIA or TCR aerodynamic devices must comply with their associated specifications.
2. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications. Trans Am splitter tunnels and rear wing rules are permitted. Under panning may be installed under the engine bay and rear end housing.

3. Grand Am tube frame cars must comply with the 2007-13 GA specifications.

4. Prototype aerodynamic devices must comply with their associated specifications.

E. Interiors

1. FIA or TCR interiors must comply with their associated specifications.

2. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications.

3. Grand Am tube frame cars must comply with the 2007-13 GA specifications.

4. Prototype interiors must comply with their associated specifications.

F. Chassis

1. FIA or TCR chassis must comply with their associated specifications.

2. FIA or TCR chassis weight must meet the vehicle weight listed on the associated specification line.

3. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications.

4. Grand Am tube frame cars must comply with the 2007-13 GA specifications.

5. Prototype chassis must comply with their associated specifications.

G. Engine

1. FIA or TCR engines must comply with their associated specifications.

2. FIA GT3 cars must compete with the listed restriction in the specification lines.

3. SRO GT4 cars are permitted to compete without restriction.

4. TCR cars are permitted to compete with 100% engine management.

5. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications. Additionally, the following engines are permitted.

Engine Management is unrestricted.

362 cubic inch engines include:

- Chevrolet R07
- Ford FR9
- Dodge R6
- Toyota Phase 11

6. Grand Am tube frame cars must comply with the 2007-13 GA specifications.

7. Prototype engines specifications are open.

H. Cooling System

1. FIA or TCR cooling systems must comply with their associated specifications.

2. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications.

3. Grand Am tube frame cars must comply with the 2007-13 GA specifications.

I. Fueling, Piping and Fuel Tanks

1. FIA or TCR fueling, piping and fuel tanks must comply with their associated specifications.

2. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications.

3. GTX tube frame cars may install fuel injection system, maximum throttle body size 90mm.

4. Grand Am tube frame cars must comply with the 2007-13 GA specifications.

5. Prototype fueling, piping and fuel tanks must comply with their associated specifications.

J. Oil System

1. FIA or TCR oil systems must comply with their associated specifications.
2. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications.
3. Grand Am tube frame cars must comply with the 2007-13 GA specifications.

K. Exhaust System

1. FIA or TCR exhaust systems must comply with their associated specifications.
2. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications.
3. Grand Am tube frame cars must comply with the 2007-13 GA specifications.
4. *Prototype exhaust systems must comply with their associated specifications.*

L. Electrical

1. FIA or TCR electrical systems must comply with their associated specifications.
2. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications.
3. Grand Am tube frame cars must comply with the 2007-13 GA specifications.
4. *Prototype electrical systems specifications are open.*

M. Drivetrain

1. FIA or TCR drivetrains must comply with their associated specifications.
2. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications.
3. Grand Am tube frame cars must comply with the 2007-13 GA specifications.
4. *Prototype electrical systems specifications are open.*

N. Suspension and Steering

1. FIA or TCR suspension and steering must comply with their associated specifications.
2. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications.
3. Grand Am tube frame cars must comply with the 2007-13 GA specifications.
7. *Prototype suspension and steering must comply with their associated specifications.*

O. Brakes

1. FIA or TCR brakes must comply with their associated specifications.
2. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications, except brake calipers and rotors do not have a size limit.
3. Grand Am tube frame cars must comply with the 2007-13 GA specifications.
4. *Prototype brakes specifications are open.*

P. Tires and Wheels

1. Tires must conform to 9.3. Tires.
2. FIA or TCR wheels must comply with their associated specifications.
3. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications, wheels may be increased to 12.5" front and 13" rear.
4. Grand Am tube frame cars must comply with the 2007-13 GA specifications.

5. Prototype wheels must comply with their associated specifications.

Table 4					
Marque	Model	Engine	Restrictor	Min Weight (lbs)	Notes
Radical	SR8	RPE 2.7L V8	NA	1775	
Radical	SR10	Ford Ecoboost 2.3L High Output 4 cyl. Turbo	NA	1825	
Radical	RXC Spyder	Ford Ecoboost 3.5L V6 Turbo / RPE 2.7L V8	NA	2400	
Radical	RXC 600R	Ford Ecoboost 3.5L V6 Turbo	NA	2675	
Revolution	A-One	Ford 3.7L V6	NA	1925	
Superlite	Aero	Sealed Katech GMLS3 6.2L V8	NA	2180	
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

STU

1. #31397 (Mark Liller) Traction Control Resubmission

Effective 03/01/2022 In GCR, Section 9.1.4.G.10. change as follows:

"Engine calibration (spark and fuel) **including Traction Control** is free."

2. #31441 (John Weisberg) Electric Assist Steering

Effective 03/01/2022 In GCR, Section 9.1.4.16.e, add as follows:

"**An OEM hydraulic-assisted steering system may be used.**"

T2

1. #31028 (Gary Rose) Rules Change Request - T2 Ford Mustang 5.0l '11-'14

Effective 03/01/2022 In T2-T4, GCR section 9.1.9.2.D.1.e. Block, make changes as follows:

"2. The production engine block/crankcase may be substituted with another OE engine block regardless of generation and/or date of manufacture. The replacement engine block must be of the same material, and have the same, bore, stroke, and deck height as the block supplied in the car of the specific spec line. Aftermarket blocks are prohibited."

T2-T4

1. #31564 (Touring Committee) 2-piece rotors

Effective 03/01/2022 In T2-T4 Spec Lines, Section 9.1.9.2.D.6.a.6, add the following:

"In T3 only - 2-piece front rotors with ferrous metal rotor disks and aluminum hats are allowed, must be within 2% of OEM diameter."

2. #31654 (Touring Committee) Refine Intercooler wording

Effective 03/01/2022 In GCR, Section 9.1.9.2.D.1.i., add the following:

"10. Intercoolers- If an alternative intercooler is allowed on a vehicle's spec line, it must conform to the following: It must fit in the original location. It must require no body or structural modifications to install. No new openings may be created to direct air to the intercooler."

If an intercooler is allowed, the appropriate hoses to attach it are also permitted provided that they serve no other purpose than the OE hoses."

3. #31836 (Touring Committee) relocate oil filter

Effective 03/01/2022 In GCR, Section 9.1.9.2.D.1.f., add the following:

"6. Relocating the oil filter within the engine bay is permitted."

T3

1. #30528 (Allen Briere) 06-10 Volkswagen GTI, Rear Spring Relocation to Shock

Effective 03/01/2022 In GCR section 9.1.9.2.D.5.b.2., Springs, Anti-Roll bar(s), and Shock Absorbers, add section as follows"

"e. Cars with inboard rear springs are permitted to relocate the spring to the shock."

Taken Care Of

B-Spec

1. #30943 (James Rogerson) Request to Add Alternate Automatic to 07-08 Fit

Thank you for your letter. Please see letter # 30853 in current Fastrack.

FV

1. #31709 (Mark Richardson) Letter 31522: Follow Up for Rule Change Request 9.1.1.(FV) 5.C.6

Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #31448 in the December 2021 Fastrack Technical Bulletin.

2. #31864 (Stevan Davis) FV & FC (or ANY other winged formula class)

Thank you for your letter. Topic has been forwarded to the Executive Stewards committee.

General

1. #31332 (Jesse Prather) Runoffs Tech

Thank you for your letter and sharing your experience.

EP

1. #31740 (Rich Walke) Alternate Carburetion for Austin-Healey 3000

Thank you for your letter. Please see response to letter #31739 in current Fastrack.

HP

1. #31398 (Bobby Beyer) Slow Down the Spitfires

Thank you for your letter. Please see response to letter #31182 in current Fastrack.

2. #31603 (Daniel Snow) LPHP Fiat X19 Competition Adjustment

Thank you for your letter. Please see response to letter #31653 in current Fastrack. No other changes to these classifications will be made at this time.

3. #31604 (Daniel Snow) Fiat X19 HP L1 Competition Adjustments

Thank you for your letter. Please see response to letter #31653 in current Fastrack. No other changes to this classification will be made at this time.

4. #31655 (Larry Svaton) Support for 31653

Thank you for your letter. Please see response to letter #31653 in current Fastrack.

5. #31666 (Lee Fleming) 1500 Midget LP Engine acceptance

Thank you for your letter. Please see response to letter #31665.

6. #31797 (Mike Ogren) Request for 4% weight reduction with 100TW tires in HP

Thank you for your letter. Please see response to letter #31542 in current Fastrack.

Prod General

1. #27693 (Brett Whisenant) Correcting/Standardizing the Prod Measurement Charts

Thank you for your letter. In late 2020 the PAC requested that SCCA's Technical Services go through all of the Production spec lines and standardize how the specs are presented. They should be uniform to what is shown in the column headers, so that where applicable, they are presented in both units, with metric being shown first and English being shown second in parenthesis.

This process has now been completed, and the updated formatting will be present in the 2021 December GCR. As this was a lengthy process of manually inputting these values by hand, it is requested that each competitor verify that the content of their spec line still appears to be accurate, and provide feedback if any discrepancies are found.

T3

1. #30857 (Derek Chan) Request Scion FR-S/ Toyota 86/ Subaru BRZ (13-21) - BOP

Thank you for your letter. Please see letter # 30818 in current Fastrack.

2. #31110 (Ryan Szyjakowski) BMW 330i Rear Spring on Shock

Thank you for your letter. Please see letter # 30528 in current Fastrack.

3. #31457 (Ryan Szyjakowski) BMW e46 330i Spring Allowance

Thank you for your letter. Please see letter #31481 in current Fastrack.

4. #31483 (Darryl Pritchett) Request to help BoP of Ford Mustang V6 (11-14)

Thank you for your letter. Please see letter # 31481 in current Fastrack.

5. #31487 (James Leithauser) T3 Ford Mustang Ecoboost

Thank you for your letter. Please see letter #31481 in current Fastrack.

6. #31488 (Jason Ott) BMW Z4m Spring Request

Thank you for your letter. Please see letter #31481 in current Fastrack.

7. #31503 (Jason Ott) 370z Weight

Thank you for your letter. Please see letter #31481 in current Fastrack.

8. #31555 (Ben Slechta) Nissan 350Z HR Weight/Restrictor Plate Change

Thank you for your letter. Please see letter #31481 in current Fastrack.

9. #31633 (Derek Chan) 350z BOP for 2022 Season

Thank you for your letter. Please see letter #31481 in current Fastrack.

10. #31636 (James Berlin) Parity and Issues 350Z

Thank you for your letter. Please see letter #31481 in current Fastrack.

11. #31652 (Nicolas Hammann) Honda S2000 T3 - Car Classification

Thank you for your letter. Please see letter #31481 in current Fastrack.

12. #31705 (Ben Slechta) Nissan 350Z BoP

Thank you for your letter. Please see letter #31481 in current Fastrack.

13. #31730 (Breton Williams) Turbo Mustang

Thank you for your letter. Please see letter # 31481 in current Fastrack.

14. #31789 (Griffin Gamcsik-Uly) Request to Classify 2006 - 2008 BMW Z4M Coupe

Thank you for your letter. Please see letter # 31371 in December 2021 Fastrack.

T4

1. #30561 (Scotty B White) Request relocation of springs T4 mustang

Thank you for your letter. See letter #30528 in current Fastrack.

What Do You Think

None.

RESUMES

GCR

1. #31043 (Lauri Burkons) Resume in Application for GCR Committee

Lauri Burkons has been added to the GCR Committee.

2. #31185 (Richard Muike) GCR Committee Resume: Richard Muike

Thank you for your resume; it will be retained by the GCR Advisory Committee. We encourage you to continue your involvement with SCCA Club Racing events.

DATE: December 20, 2021

NUMBER: TB 22-01

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 1/1/2022. 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. #30295 (ROGER EAGLETON) Proposed Revisions to SCCA GCR 2021 Appendix M, Part 3

In SMG, Appendix M. 2. k. 7., make changes as follows:

"Long Tube Headers: Borla PN 17237 with x-pipe (*discontinued*). *Approved alternative American Racing Header PN: MT3-05134300LSNC with x-pipe OR Kooks Header PN: 11312000 with Off-road x-pipe.*"

2. #31846 (American Sedan Committee) specification line consolidation and correction

In AS Spec Lines, remove Mercury Capri (79-86) individual spec line.

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

"Ford Mustang Incl. Cobra & Cobra R (79-93) *and Mercury Capri (79-86)*"

3. #31847 (American Sedan Committee) correction of SMG specification line

In AS Spec Lines, Spec Mustang (SMG) Restricted Prep., change as follows:

Gear Ratios: ~~3.73~~

Brakes: ~~(F) 355 (R) 300~~

4. #31851 (American Sedan Committee) Alternate cylinder heads for full prep engine builds - Evaluation

In AS Spec Lines, change Notes as follows:

Chevrolet/Pontiac Camaro & Firebird (82-92): "Modify the following full preparation specification lines: "Edelbrock Cylinder Head Part #s 608979, 608879 are permitted. *For regional competition only, unmodified GM Performance cylinder head part #s 19300955, 19300956 may be used with Allstar restrictor plate part# ALL26180 and 1.250 inserts part# ALL26186 installed between intake manifold and insulator. Gaskets may be used (each gasket can be no thicker than .125 inches), one on each side of the restrictor. All intake air must pass through the inserts of the restrictor plate.*"

Chevrolet/Pontiac Camaro & Firebird (93-02): "Modify the following full preparation specification lines: "Edelbrock Cylinder Head Part #s 608979, 608879 are permitted. *For regional competition only, unmodified GM Performance cylinder head part #s 19300955, 19300956 may be used with Allstar restrictor plate part# ALL26180 and 1.250 inserts part# ALL26186 installed between intake manifold and insulator. Gaskets may be used (each gasket can be no thicker than .125 inches), one on each side of the restrictor. All intake air must pass through the inserts of the restrictor plate.*"

Chevrolet Camaro (10-15): "Modify the following full preparation specification lines: "Edelbrock Cylinder Head Part #s 608979, 608879 are permitted. *For regional competition only, unmodified GM Performance cylinder head part #s 19300955, 19300956 may be used with Allstar restrictor plate part# ALL26180 and 1.250 inserts part# ALL26186 installed between intake manifold and insulator. Gaskets may be used (each gasket can be no thicker than .125 inches), one on each side of the restrictor. All intake air must pass through the inserts of the restrictor plate.*"

Ford Mustang Incl. Cobra & Cobra R (79-93): "Edelbrock Cylinder Head Part #s 602579, 602479 are permitted. **For regional competition only**, unmodified Ford Performance cylinder head part #s M-6049-Z304DA7, M-6049-Z304D may be used with Allstar restrictor plate part# ALL26180 and 1.250 inserts part# ALL26186 installed between intake manifold and insulator. Gaskets may be used (each gasket can be no thicker than .125 inches), one on each side of the restrictor. All intake air must pass through the inserts of the restrictor plate."

Ford Mustang Including Cobra 94-04: "Edelbrock Cylinder Head Part #s 602579, 602479 are permitted. **For regional competition only**, unmodified Ford Performance cylinder head part #s M-6049-Z304DA7, M-6049-Z304D may be used with Allstar restrictor plate part# ALL26180 and 1.250 inserts part# ALL26186 installed between intake manifold and insulator. Gaskets may be used (each gasket can be no thicker than .125 inches), one on each side of the restrictor. All intake air must pass through the inserts of the restrictor plate."

Ford Mustang GT (05- 14): "Edelbrock Cylinder Head Part #s 602579, 602479 are permitted. **For regional competition only**, unmodified Ford Performance cylinder head part #s M-6049-Z304DA7, M-6049-Z304D may be used with Allstar restrictor plate part# ALL26180 and 1.250 inserts part# ALL26186 installed between intake manifold and insulator. Gaskets may be used (each gasket can be no thicker than .125 inches), one on each side of the restrictor. All intake air must pass through the inserts of the restrictor plate."

B-Spec

1. #30853 (James Rogerson) Request to add 2007-2008 Honda Fit

In B-Spec Spec Lines, classify Honda Fit (2007-2008) as follows:

B-SPEC	Bore x Stroke(mm) Displacement (cc)	Wheelbase (mm)	Gear Ratios	Final Drive	Brakes (inches)	Weight (lbs)	Notes:
2007-08 Honda Fit (automatic)	73.0 x 89.4 1499	2450	2.99, 1.68, 1.07, 0.76, 0.55	4.56	Fr: 10.3 disk, rear 7.9 drum	2525	Allow damper and spring set 51600F23SA100, Damper FR LH 51605F23SA100, Damper FR RH 51606F23SA100, Damper RR 52610F23SA100, Spring adjust asy RR 52691F23SA010. Seat upper FR spring 51688F23SA200, 51402FC4YA00 front helper spring and 51403FC4YA00 front spacer permitted. Front Damper Mount P/N 51920-F23S-A30 is allowed. Allow rear sway bar Progress # 62.1061.

Electric Vehicle

None.

Formula/Sports Racing

F

1. #31763 (Formula/Sports Racing Committee) E&O Appendix G

In Appendix G.1, make changes as follows:

"3.1416 x bore x bore x 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"~~

F5

1. #31638 (Glen Thielke) Data Box Mounting Plate

In F5, GCR section 9.1.1.D, add a new section as follows:

"19. All F5 cars competing in Majors Races and the Runoffs must have the AIM part #X47KPFSOLO2R0 data box mount installed on the vehicle to provide the necessary mounting of the AIM Solo or Solo 2 data box. The mounting surface is to be approximately oriented either horizontally or vertically either parallel or perpendicular to the longitudinal axis of the car and must be accessible from the exterior of the car with the driver on board -- it should have a view of the sky and not be located under carbon fiber or metallic bodywork. Sufficient space should be left between the mounting plate and the surface to which it is attached to permit the use of zip ties/tie straps to restrain the data box to the mounting plate. The purpose of this requirement is to allow the random placement of data boxes on cars on pre-grid by SCCA assigned personal and the collection of the box when the car exits the race track. Contact AIM and their distributors for direct purchase."

FC

1. #31867 (Formula/Sports Racing Committee) Clean up Chassis/Frame section

In FC, GCR section 9.1.1.B.3.e, add the following:

"The area between the upper and lower main frame tubes from the front instrument/dash roll hoop bulkhead to the rear roll hoop bulkhead shall be protected by at least one of the following methods to prevent the intrusion of objects into the cockpit. Panels may extend to the forward most bulkhead, but must otherwise comply with these regulations. *No other exterior panels (except for bodywork) shall be permitted in the area between the upper and lower main frame tubes from the forward most bulkhead to the rear roll hoop bulkhead. These panels may also serve as body in the described area.*"

In FC, GCR section 9.1.1.B.3, change as follows and re-letter the following sections accordingly:

~~"f. No other exterior panels (excepting body work) shall be permitted in the area between the upper and lower main frame tubes from the forward most bulkhead to the rear roll hoop bulkhead. Suspension components shall not be mounted directly to any frame exterior panel (including, but not limited to, body and anti-intrusion panels). The chassis must be capable of rolling without any such frame-exterior panels installed. The engine, bell housing/oil tank, and gearbox are exempt from this limitation.~~

g. No panels or other components other than the required and optional load bearing panels may be attached to the chassis for structural purposes, except that the engine, bell housing/oil tank, and gearbox are permitted to be stressed and/or load bearing.

~~g.h.~~ **h.** A firewall(s) that seals the drivers' compartment (cockpit) and the engine compartment is required. Forward facing ducts may be installed to delivering air directly to the engine compartment. Air duct openings may be located within the cockpit provided the firewall is extended to prevent the passage of flame and debris from reaching the driver."

FV

1. #31843 (Formula/Sports Racing Committee) Update direct replacement connecting rod information

In FV, GCR section 9.1.1.C.5.C.6, change as follows:

"Crower part #SP93280B and Brian Crower Racing Rods **Brian Crower, Inc.** part #TBD **BC6417** are allowed as direct replacement connecting rods but must meet the same minimum weight requirement as the OEM part."

P1

1. #31609 (Jason Miller) Displacement & Weight Change Request for 2-Cycle 6 Cylinder

In P1 Engine Table, Spec Line A, change as follows:

P1 Engine Table						
Spec Line	Engine Series	Max. Displ (cc)	Max. Valves / Cyl.	Req'd Restrictor	Min Weight (lbs)	Notes
A	2 cycle	1470 1725	NA	43 40 mm Restricted Venturi Size	1300 1275	Carburetor induction only. One carburetor per cylinder. Balance tubes not allowed.

P2

1. #31783 (Formula/Sports Racing Committee) E&O letter #31539 – Control Area definition

In P2, GCR section 9.1.8.D.E, change as follows:

"This "Control Area" is located within the plan view rectangular area defined by the rear edge of the front tires, the front edge of the rear tires, and the entire width of the car's lower surface facing the ground, ~~which includes but is not limited to the floor and any extensions of the floor or aerodynamic attachments to the floor, whether fastened to the bottom or top side of the floor. Vertical structures such as "turning vanes" or "fins" that are attached to the car anywhere within the "Control Area" to enhance aerodynamics are prohibited.~~

GCR

GCR

1. #31852 (Club Racing Board) Letter for Discussion 9.3.45. TIRES

In GCR, Section 9.3.45., change as follows:

"Tires shall be 124 ("U") mph rated or better unless otherwise specified or controlled. In the Improved Touring, Super Touring, American Sedan, Spec Miata, B-Spec and Touring categories, any U rated, or better, **DOT** approved tire is required. Re-grooving of DOT tires by any method once the tire has left the manufacturer is not permitted. **Grooving or re-grooving of non-DOT tires is permitted. Recapped tires are not allowed in any class.** Tire size is unrestricted unless otherwise stated **in class specific rules.** The only modifications allowed to **DOT** tires are having treads "shaved" or "trued."

General

General

1. #31708 (SCCA Road Racing) Major/Super Tour/Runoffs License Eligibility Change

In GCR section 3.1.1.B Driver Eligibility, make changes as follows:

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

In GCR section 3.7.4.A.4 Additional Requirements, make changes as follows:

"The driver must hold a current SCCA Full Competition License ~~or an SCCA Pro License.~~"

2. #31891 (Club Racing Board) Add to Appendix F. Technical Glossary

In GCR, Section Appendix F. Technical Glossary, add the following:

"TBR - Throttle Body Restrictor - All throttle body (TBR) restrictor plates must be made of aluminum, and must be a minimum of 0.375 inch thick and a maximum of 0.500 inch thick. The maximum inlet radius must be 0.375 inch. The remainder of the restrictor bore must maintain the required diameter. No other radiusing, tapering or chamfering is allowed. It must be mounted directly in front of the inlet (primary) side of the throttle body."

Grand Touring

GT2

1. #31451 (Marvin Epps) Restrictor Clarification for 2015 Cayman

In GT2-ST Spec Lines, Porsche Cayman (05-15), change Notes as follows:

"4.0L 70mm ~~Flat Plate Restrictor~~ **Throttle Body Restrictor (TBR)** @ 2700lbs. No variable valve timing and no direct injection. 4.2 70mm ~~flat plate restrictor~~ **Throttle Body Restrictor (TBR)** @ 2700 lbs."

Improved Touring

None.

Legends Car

None.

Production

1. #31478 (Hayes Flynn) Porsche 968 Engine Questions

In EP Spec Lines, Porsche 968 (92-95), change Intake Valve size as follows:

"(I) ~~37.39.0/(1.4654)~~"

2. #31724 (William Etherington) BMW Z3 2.5L Spec Line

In EP Spec Lines, BMW Z3 2.5L, change Notes as follows:

"Comp. Ratio Limited to 12.0:1, Valve lift limited to .500". ~~To replace stock drive-by-wire throttle body, a~~ Alternate throttle body from BMW 92-95 325i (part #13541748105) **is permitted only** with Turner Motorsports adapter plate (part #TEN9990850) ~~is permitted~~. Cylinder head casting number 1738400 permitted with use of the allowed iron block (casting number 1748933 or 1738566)."

3. #31858 (Production Committee) EP Adjustments

Effective 3/1/2022 In EP, make changes to BMW spec lines as follows:

BMW Z3 2.5L - ~~59~~**58**mm Flat Plate Intake Restrictor is required with both stock or alternate throttle body.

BMW 328i/is E36 (96-99) - **62mm Flat Plate Intake Restrictor is required.**

BMW 328i/ci E46 (01-06) - **62mm Flat Plate Intake Restrictor is required.**

BMW 325i/is E46 (01-06) - **60mm Flat Plate Intake Restrictor is required.**

BMW 325i/is E36 (92-95) - **60mm Flat Plate Intake Restrictor is required.**

BMW 325is M-Technic (1994) - **60mm Flat Plate Intake Restrictor is required.**

FP

1. #31859 (Production Committee) FP Del Sol VTEC

In FP Spec Line, Honda Civic Del Sol VTEC (94-97), change Notes as follows:

"Comp. Ratio limited to 11.0:1. Valve lift **limited to .425"** ~~max. Level 1 dry sump, connecting rods, intake manifold porting, crankshaft, rocker arms and cam followers.~~ May be prepared as a coupe or "targa top", Petty-bar roll cage allowed in lieu of rearward roll cage braces."

2. #31868 (Production Committee) Standardize Level 2 Classifications in FP

In FP Spec Lines, change Notes as follows:

Honda Prelude (84-87): "Comp. Ratio limited to 12.0:1. Valve lift ~~(measured as raced w/ lash):~~ **limited to .500"** ~~max. Level 1 dry sump, connecting rods, intake manifold porting, crankshaft, rocker arms and cam followers."~~

Mazda GLC / 323 (86-88): "Comp. Ratio limited to 12.0:1. Valve lift ~~(measured as raced w/ lash):~~ **limited to .500"** ~~max. Level 1 dry sump, connecting rods, intake manifold porting, crankshaft, rocker arms and cam followers."~~

HP

1. #31182 (Jason Stine) Weight Change for Competition Adjustment

Effective 3/1/2022 In HP Spec Lines, Triumph Spitfire 1500, make changes to Weight as follows:

~~"1560~~**1605**

~~*1599~~**1645**

~~**1638~~**1685"**

2. #31653 (Matthew Brannon) Weight Adjustment To Fiat X1/9 Spec Lines, H-Production

In HP Spec Lines, make the following changes to Weight:

Fiat X-1/9 & Bertone 1500 (Level 2): ~~"1840~~**1790** ~~*1886~~**1835** ~~**1932~~**1880"**

Fiat X-1/9 1300 (Level 2): ~~"1695~~**1650** ~~*1737~~**1691** ~~**1780~~**1733"**

Fiat X-1/9 1300 (Level 1): ~~"2115~~**2060"**

Fiat X-1/9 1500 (Level 1/2): "~~2000~~1950"

3. #31665 (Jerry Oleson) 1500 Midget

In HP, classify Austin-Healey Sprite Mk I, II, III, IV MG Midget (ALL) 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.)
Austin-Healey Sprite Mk I, II, III, IV MG Midget (ALL)	2	1510 * 1548 ** 1586	4 cyl OHV	73.7 x 87.4 (2.90 x 3.44)	1493 (91.11)	Iron	Iron	(I) 36.6 (1.44) (E) 29.7 (1.17)	Carburetion	(80.0)	1275 / 1237 (50.2 / 48.7)

Wheels (max)	Trans. Speeds (max)	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Fuel Injected Equipped Throttle Body Inside Diameter (mm) +/- .25mm	Notes:
13x6	4	Factory Spec @ all 4 wheels	(F) 9.12 Disc #208715, calipers: #27H, 27H-4651	N/A	Comp. Ratio limited to 11.0:1. Valve lift limited to .450". Alternate intake manifold, Pierce #J15-1952 allowed. Mk.I Body modification: Behind driver's seat rear deck only, width of shoulder or seat, depth 6" max. Sprite Mk I only may replace exterior rear body work, aft of the cockpit and rearmost door opening, with stock appearing components of an alternate material.

4. #31802 (Louis Rainer) Request weight requirement for 1500 MG Midget

In HP, classify Austin-Healey Sprite Mk I, II, III, IV MG Midget (ALL) 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.)
Austin-Healey Sprite Mk I, II, III, IV MG Midget (ALL)	1/2 See Notes	1655	4 cyl OHV	73.7 x 87.4 (2.90 x 3.44)	1493 (91.11)	Iron	Iron	(I) 36.6 (1.44) (E) 29.7 (1.17)	Carburetion	(80.0)	1275 / 1237 (50.2 / 48.7)

Wheels (max)	Trans. Speeds (max)	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Fuel Injected Equipped Throttle Body Inside Diameter (mm) +/- .25mm	Notes:
13x6	4	Factory Spec @ all 4 wheels	(F) 9.12 Disc #208715, calipers: #27H, 27H-4651	N/A	Comp. Ratio limited to 11.0:1. Valve lift limited to .450". Drivetrain Level 2 preparation only. Alternate intake manifold, Pierce #J15-1952 allowed. Listed spec line weight does not change with alternate or stock transmission. Battery tray may be removed. Mk.I Body modification: Behind driver's seat rear deck only, width of shoulder or seat, depth 6" max. Sprite Mk I only may replace exterior rear body work, aft of the cockpit and rearmost door opening, with stock appearing components of an alternate material.

Prod General

1. #31592 (Chris Schaafsma) PCS E. 2. n. 4. Add Axle Shaft to Allow FWD the Same Freedom

In Production, GCR sections 9.1.5.E.1.n.4. and 9.1.5.E.2.n.4. change as follows:

"For rear wheel drive cars, the transmission tunnel and tunnel cover can be altered to allow the installation of an alternate transmission and/or driveshaft. For front wheel drive cars, the body, unibody, frame, suspension crossmembers/subframes and their components may be altered to the extent required to allow the installation of an alternate transmission, transaxle and/or ~~driveshaft~~ **axle shaft**."

Spec Miata

None.

Super Production

None.

Super Touring

ST General

1. #31323 (Jose de Miguel) Throttling Device Clarification

In GCR, Section 9.1.4.1.B.4., change as follows:

~~"The intake and exhaust porting on piston engines is free."~~ **Porting of intake manifolds and cylinder heads is free on piston engines."**

STL

1. #31467 (Christopher Childs) Mazda Renesis Restriction

In STL Spec Lines, Mazda Renesis, change Notes as follows:

~~"55~~ **60**mm flat plate restrictor required."

2. #31621 (Daniel Sheppard) Clarification of 79-85 RX7 Spec line

In STL, Mazda RX-7 12A (79-85), change notes as follows:

"Stock Nikki 4 bbl carburetor on a stock manifold only. *Allow the standard removal of emissions related components, and allow air and fuel jets to be corrected.* Modification of the water jacket in the area of the spark plug for cooling purposes is permitted."

Touring T2

1. #31480 (Touring Committee) Touring 2 BOP adjustments for 2022

In T2 Spec Lines, Dodge Viper SRT-10 incl. coupe (03-06), change as follows:

Weight (lbs): "~~3600~~**3550**"

Notes: "Throttle restrictor between each throttle body and plenum is mandatory: .060" flat steel plate with one ~~43~~**41**mm hole."

2. #31837 (Touring Committee) SMG

In T2 Spec Lines, Spec Mustang, change Model as follows:

"**Ford** Spec Mustang"

T2-T4

1. #31486 (Andrew Aquilante) Reply to letter 29879 T2-T4 Grill Openings

In T2-T4, GCR section 9.1.9.2.D.8.a.8, clarify as follows:

~~"Exclusively for~~*For the sole purpose of* 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 *dedicated* brake-~~only~~ or intercooler-~~only~~ grill openings. (Note - It is the competitor's responsibility to be able to verify that 16 or fewer square inches have been removed.)"

2. #31682 (Touring Committee) Request to clarify radiator hoses

In GCR, Section 9.1.9.2.D.3.a., add the following:

"3. Radiator and coolant hoses may be replaced with aftermarket options. Modification for coolant temp sensors is permitted."

3. #31743 (Touring Committee) Clarify Permitted/Allowed

In GCR, Section 9.1.9.2.C.4., add the following"

"b. Spec lines may include modifications that are "permitted" or "allowed". This means that they are a permitted as alternatives to the allowances written into the category rules. For example "Koni shock #xxxxxxx allowed" implies that you could use the Koni option or any option that complies with the category rules."

T3

1. #30818 (Matthew Fess) Request FRS/BRZ/86 T3 Weight Reduction

In T3 Spec Lines, Scion FR-S/Toyota 86 GT (13-21), change as follows:

Weight: "~~2750~~**2675**"

Notes: "~~Commercial aftermarket rear wing permitted no higher than the roofline or wider than the max body width, max end plates 72.0 square inches. Front splitter/spoiler permitted but may not exceed the max body width or extend more than 3.0 inches past the original bodywork as viewed from above.~~ **BRZ TS Rear wing and body work allowed.**"

In T3 Spec Lines, Subaru BRZ (13-21), change as follows:

Model: Subaru BRZ **TS** (13-21)

Weight: "~~2750~~**2675**"

Notes: "Commercial aftermarket rear wing permitted no higher than the roofline or wider than the max body width, max end plates 72.0 square inches. Front splitter/spoiler permitted but may not exceed the max body width or extend more than 3.0 inches past the original bodywork as viewed from above."

2. #30931 (Rob Hines) Request to Classify 2022 Toyota 86 / Subaru in T3 & T4

In T3 Spec Lines, classify the Subaru BRZ (2022+) and Toyota 86 (2022+) as follows:

T3	Bore x Stroke(mm)/ Displ. (cc)	Wheel- base(mm)	Wheel Size (in.)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (Lbs)	Notes:
Subaru BRZ 2022+	94 x 86 2400	2575	18 x 9	245	3.54, 2.06, 1.41, 1.00, 0.71, 0.58	3.91	295 (f) 290 (r)	2750	Any spring up to 750 F/R permitted. Front strut tower brace permitted. SPC rear lower control arms permitted. Cold air intake allowed.
Toyota 86 2022+	94 x 86 2400	2575	18 x 9	245	3.54, 2.06, 1.41, 1.00, 0.71, 0.58	3.91	295 (f) 290 (r)	2750	Any spring up to 750 F/R permitted. Front strut tower brace permitted. SPC rear lower control arms permitted. Cold air intake allowed.

3. #31481 (Touring Committee) Touring 3 BOP adjustments for 2022

In T3 Spec Lines, Ford Mustang EcoBoost (2015-), change as follows:

Model: "Ford Mustang EcoBoost (2015-) Changes effective 3/1/2021"

Weight: "3450~~3450~~3525"

Notes: "35mm~~35mm~~34mm 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 links part #UTCA064 permitted. Non-EcoBoost Performance Pack base model 320mm front brakes, 2 piston front calipers allowed (-50lbs). Ford Motorsports 6-piston M2300V 380mm brake kit allowed with + 175lb~~175lb~~100lb penalty, or optional 2-piece rotor 355mm max Brembo brake kit #M-2300-S allowed with + 100lb~~100lb~~50lb penalty. Sway bars allowed up to 35mm (F) 25mm (R).

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

"3400~~3400~~3300"

In T3 Spec Lines, Ford Mustang Coupe GT & Shelby GT 4.6L & Cal. Special (05-10), change Weight as follows:

"3425~~3425~~3350"

In T3 Spec Lines, Ford Mustang V6 (11-14), change Weight as follows:

"3425~~3425~~3400"

In T3 Spec Lines, BMW 330i/Ci (01-06), change Notes as follows:

"Max spring rate 600~~600~~800 #/in front and rear."

In T3 Spec Lines, Honda S2000 (all) (00-09), change as follows:

Weight: "2.0: ~~2775~~**2675**"

Notes: "~~2.2L engine 60mm flat plate restrictor required.~~"

Effective 3/1/2022 In T3 Spec Lines, BMW Z4 M Coupe (06-08), change Notes as follows:

"Euro manifold part #11 62 7 833 500 and 62 7 833 501 allowed. Ground control # MZ4Swaybar set permitted. ~~50mm~~**48mm** 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. Allowance of ~~600 lb~~**800 lb** max front, ~~650 lb~~**850 lb** max rear. M3 front lower control arms 31122229453 left, 31122229454 right. E46 M3 front lower control arms allowed: 31122229453 left, 31122229454 right. May ream upright for installation of larger joint. Alternate rear lower control arm part #TSU9940B77 allowed."

4. #31530 (Griffin Gamcsik-Uly) Please Adjust Years Allowed for BMW 335i to 07-10, not 08-13

In T3 Spec Lines, BMW 335i (08-13), change Model Year as follows:

"BMW 335i (~~08-13~~**07-10**)"

5. #31531 (Griffin Gamcsik-Uly) Please Adjust Years Allowed for BMW 135i to 08-10, not 08-13

In T3 Spec Lines, BMW 135i (08-13), change Model Year as follows:

"BMW 135i (~~08-13~~**10**)"

6. #31606 (Ryan Szyjakowski) BMW 330i Minimum Comp Weight

Effective 3/1/2022 In T3 Spec Lines, BMW 330i/Ci (01-06), change as follows:

Tire Size: "~~275~~**245**"

Weight: "~~3185~~**3125**"

7. #31728 (Breton Williams) T3 Nissan Z Suspension Update

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

"SPC Control Arms **72130**, 72125 ~~and~~**or** 72123 are allowed."

In T3 Spec Lines, Nissan 370Z (09-16) / 370Z NISMO Edition (09-13), change Notes as follows:

"SPC Control Arms **72130**, 72125 ~~and~~**or** 72123 are allowed."

8. #31748 (Touring Committee) Adjust T3 370Z

Effective 3/1/2022 In T3 Spec Lines, Nissan 370Z (09-16) / 370Z NISMO Edition (09-13), change Weight as follows:

"~~3325~~**3375**"

9. #31825 (Touring Committee) TIR changes for FWD T3 models

Effective 03/01/2022 In T3 Spec Lines, change as follows:

Chevrolet Cobalt SS (08-10):

Notes: "~~35mm~~**36mm**"

Dodge SRT-4 (03-05):

Notes: "~~35mm~~**36mm**"

Ford Focus ST (14-18):

Final Drive: "~~3.3x~~4.06 (1-4) 2.95 (5-6)"

Brakes (mm): "(F) 315 Vented Disc (R) 292 Solid Disc (F) 320 vented disc (R) 271 solid disc"

Notes: "~~35mm~~36mm"

Ford Focus RS (16-18):

Notes: "~~35mm~~36mm"

Honda Civic Si (2017-):

Wheelbase (mm): "2700"

Notes: "~~35mm~~36mm"

Mazda, Mazdaspeed3 (07-09):

Notes: "~~35mm~~36mm Turbo Inlet restrictor required. Rear sway bar max 42mm (body and suspension mounting same as OEM. Any spring up to a maximum spring rate of 800 pounds may be used. Damond Motorsports Mazdaspeed3 caliper bushing kit allowed F/R. **CorkSport part# Gen-6-999-10 or Autotech 10-127-100K allowed.**"

Mazda, Mazdaspeed3 (10-13):

Notes: "~~35mm~~36mm Turbo Inlet restrictor required. Rear sway bar max 42mm (body and suspension mounting same as OEM. Any spring up to a maximum spring rate of 800 pounds may be used. Damond Motorsports Mazdaspeed3 caliper bushing kit allowed F/R. **CorkSport part# Gen-6-999-10 or Autotech 10-127-100K allowed.**"

Mini Cooper S (2016-):

Notes: "~~32mm~~36mm"

Volkswagen Golf R (15-16):

Notes: "~~35mm~~36mm"

Volkswagen GTI, Jetta GLI (06-10):

Notes: "~~35mm~~36mm"

Volkswagen GTI (2013):

Wheelbase (mm): "2578"

Notes: "~~35mm~~36mm"

Volkswagen GTI (14.5-17):

Gear Ratios: "DSG: 2.92, 1.79, 1.14, 0.78, 0.80, 0.64 STD: 3.76, 2.08, 1.46, 1.08, 1.09, 0.97 DSG: 4.77/3.44 STD: 3.24/2.62"

Notes: "~~35mm~~36mm"

T4

1. #31595 (Griffin Gamcsik-Uly) Please Adjust 98-00 BMW 323 Min Weight to Reflect Current Class

In T4 Spec Lines, BMW 323 (98-00), change as follows:

Weight: "~~3450~~3250"

Notes: "Up to 850lb. springs F/R permitted, 27mm front sway bar, 24mm rear sway bar permitted. **50mm flat plate restrictor required.** M52TUB25 engine required."

2. #31596 (Griffin Gamcsik-Uly) Consolidate 12-13 and 14-15 Honda Civic Si spec lines for T4
In T4 Spec Lines, Honda Civic Si (12-13), delete Spec Line in its entirety.

In T4 Spec Lines, Honda Civic Si (14-15), change as follows:

Model Year: "Honda Civic Si (14~~14~~12-15)"

Notes: "Transmission and Differential must be stock. Honda Sport Suspension Kit, part number 08W60- TS9-100 permitted. H&R Sport Springs P/N 51891 and HPD part number (P/N51410F23SA00) allowed. 47mm flat plate restrictor required. ~~Camber plates permitted.~~ SPC Rear Adjustable Control Arm – P/N 67467 *or 67466* permitted. Sway bars up to 32mm front and rear permitted. Springs allowed up to 700 pounds."

3. #31746 (Touring Committee) Correct RSX wording

In T4 Spec Lines, Acura RSX/ RSX Type-S (02-06), change Notes as follows:

~~"The following items must remain stock: original wheels."~~

4. #31751 (Touring Committee) Camaro

In T4 Spec Lines, Chevrolet Camaro V-6 (96-02), change Notes as follows:

~~"The following items must remain stock: shock/struts (including mounts), and transmission differential unless specified below."~~

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS Mike Tabernero vs. SOM COA Ref. No. 21-10-SE December 20, 2021

FACTS IN BRIEF

Following the Sunday, November 14, 2021, Group 5 SARRC Regional race at Palm Beach International Raceway, Jordan Segrini, driver of Spec Miata T (SMT) #13, filed a Protest against Mike Tabernero, driver of Spec Miata Southeast (SMSE) #4, for alleged violations of General Competition Rules (GCR) 6.11.1. (On Course Driver Conduct.)

The Stewards of the Meeting (SOM) Stu Cowitt and Mike Finn (Chairman) met to hear and rule on the Protest. The SOM determined Mr. Tabernero violated GCR 6.11.1.A. (Avoid physical contact), 6.11.1.B. (Allow racing room), and 6.11.1.D. (Passing responsibilities), and moved his finishing position to last place overall. The penalty incurred two points on Mr. Tabernero's competition license. Mr. Tabernero appealed the ruling of the SOM.

DATES OF THE COURT

The SCCA Court of Appeals (COA) James Foyle, Jack Kish, and Laurie Sheppard (Chairman) met on December 9, 2021, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Mike Tabernero, received November 17, 2021.
2. Official Observer's Report with related documents and evidence, received November 29, 2021.
3. In-car video from Car #4 and Car #75, received November 29, 2021.
4. Email statement with additional photos and videos from Jordan Segrini, received December 8, 2021.

FINDINGS

In his appeal, Mr. Tabernero asserted Mr. Segrini had committed to the outside position adjacent to the edge of the track. Mr. Tabernero denied any moves to block Mr. Segrini and stated Mr. Segrini lost control resulting in contact with Mr. Tabernero and the wall.

The COA reviewed the SOM's Hearing and Decision report and attachments, as well as Mr. Tabernero's appeal documents and all available videos. The COA agrees Mr. Tabernero and Mr. Segrini were racing side-by-side on the right side of the racing surface. The in-car video from Car #4 shows Mr. Tabernero steadily moving slightly to

the right, forcing Mr. Segrini beyond the extreme edge of the track prior to the initial contact.

The COA finds Mr. Tabernero violated GCR 6.11.1.A. (Avoid contact between cars), 6.11.1.B. (Allow racing room), and 6.11.1.D. (Passing responsibilities). Mr. Tabernero did not provide compelling evidence to the contrary. The penalties assessed by the SOM were within their authority per GCR 7.2.

DECISION

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

CLUB RACING BOARD MINUTES | January 4, 2022

The Club Racing Board met by teleconference on January 4, 2022. Participating were John LaRue, Chairman; Jim Goughary, Paula Hawthorne, Peter Keane, Sam Henry, Tony Ave and Shelly Pritchett, secretary. Also participating were: Bob Dowie, Chris Albin, Clay Turner 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

EP

1. #32004 (Maximilian Opalski) Dual Classify ND2 Global Cup Car in EP and T3
In EP, Mazda MX-5 Global Cup (16-19) change Spec Line with Race Memo 22-01.



RACING MEMO

ISSUED: January 07, 2022 **NUMBER:** RM 22-01

FROM: Board of Directors

TO: All Participants

SUBJECT: Mazda Mx-5 ND2 Global Cup Car Classification EP/T3

In EP, Mazda MX-5 Global Cup (16-19), change as follows:

(16-~~19~~22)

In T3, Mazda MX-5 Global Cup Miata (2016-2021) ND1, ND2, change as follows:

(2016-2021~~21~~22)

Thank you,

CRB

T3

1. #32038 (Club Racing Board) Dual Classify ND2 Global Cup Car in EP and T3



RACING MEMO

ISSUED: January 07, 2022 **NUMBER:** RM 22-01

FROM: Board of Directors

TO: All Participants

SUBJECT: Mazda Mx-5 ND2 Global Cup Car Classification EP/T3

In EP, Mazda MX-5 Global Cup (16-19), change as follows:

(16-~~19~~22)

In T3, Mazda MX-5 Global Cup Miata (2016-2021) ND1, ND2, change as follows:

(2016-2021~~21~~22)

Thank you,

CRB

SPORTS CAR CLUB OF AMERICA, INC
6620 SE Dwight St., Topeka, KS 66619

No Action Required

B-Spec

1. #31370 (Matt Downing) Provide data reports given to the B-Spec committee to the members
Thank you for your letter. Please see the response to letter # 31368 in current Fastrack.

F5

1. #31920 (Keith Joslyn) Class Name Change
Thank you for your letter. Please see the response to letter # 31896 in current Fastrack.

FX

1. #32005 (Cody Towns) Propose Pirelli Tire for Formula Renault 2.0
Thank you for your letter. Please see the response to letter #32058 in this Fastrack's Technical Bulletin.

GCR

1. #31429 (Andrew Benagh) Allocation of Additional Rain Lights Per FIA Technical List
Thank you for your letter. Please see letter # 31318 in current Fastrack.

General

1. #31918 (Jared Lendrum) Benefits Package
Thank you for your letter and on behalf of your fellow SCCA members, thank you for your volunteer service! Your letter is very much on point with respect to the amount of time and effort that is expended as an SCCA volunteer. It also is unfortunately correct, to a degree, with regard to the fact that sometimes we as volunteers make decisions that not all of the members can champion. Despite these factors (*no one said it was easy*) we believe that almost without exception SCCA volunteers find the experience highly rewarding. With respect to your suggestions, the CRB will certainly consider your ideas and work together with Staff on other ideas to increase our volunteer service and further improve the experience.

GTX

1. #31694 (SCCA Staff) Reclass original PX cars into GTX
Thank you for your letter. Please see letter # 31948 in January 2022 Fastrack.

ITC

1. #31741 (Frank Schwartz) Reclassify Mazda 2 from ITC to ITB
Thank you for your letter. The car has been classed according to the Improved Touring Process and is listed in both ITB and ITC, although with different minimum weights. The IT Operations Manual that describes the classification of cars can be found on the SCCA.COM website.
2. #31752 (John McFarland) Mazda 2 in ITC-Not in favor
Thank you for your letter. The car has been classed according to the Improved Touring Process, which means that the car must be heavier if run in ITC than it is in ITB. The IT Operations Manual that describes the classification of cars can be found on the SCCA.COM website.
3. #31753 (Carl Biondo) Adding B-Spec cars to ITC
We are giving line items to makes and models of cars that are eligible in B-SPEC. However, when classified in ITC, minimum weights are calculated according to the Improved Touring Process. Thank you for your interest in the Class. The IT Operations Manual that describes the classification of cars can be found on the SCCA.COM website.

ST General

1. #31876 (Greg Amy) 9.1.4.H Revisions

Thank you for your letter.

STU

1. #31824 (Eric Thompson) AWD TIR Change Concerns

Thank you for your letter. There are currently no changes planned for AWD.

2. #31826 (Eric Thompson) Follow up to Letter 31824 AWD TIR Change Concerns

Thank you for your letter. There are currently no changes planned for AWD.

T1

1. #30653 (Randall Smart) re: letter 29192

Thank you for your letter. This car is outside of the scope of Touring. We suggest looking at the STU rules.

T2

1. #31027 (George Biskup) Follow up to Letter 30965

Thank you for your letter. The 2021 Mustang Mach 1 is not classified in Touring 1 or Touring 2 at this point. We will consider classing it, but we need the letter writer to complete the appropriate VTS sheets and request classification.

T2-T4

1. #31036 (Dom Golia) Car Classification

Thank you for your letter. We suggest choosing the smaller engine option, without the supercharger. The car would fit nicely in T3 with some performance allowances. If you're interested in that path, please provide a letter with the proper VTS sheets so we can create a spec line.

2. #31329 (Harley Kaplan) ECU's in Touring

Thank you for your letter. Please see letter # 31067 in current Fastrack.

3. #31873 (Michael LaMaina) Adding 75lbs to the NC Miata in T4

Thank you for your letter. The performance adjustments published are the result thoughtful consideration, data collection and analysis from all of the touring races throughout the 2021 season. Decisions are not based solely on a single event but all touring races throughout every region. No BOP decision is made quickly or without careful consideration. We ask that you bring out your cars and race. Without data on the adjusted cars further corrections can't be made. Please participate. The more data we get, the better our corrections will be.

4. #31922 (Tom Fowler) Touring Parity

Thank you for your letter. We will continue to monitor the class.

T4

1. #31357 (Derrick Ambrose) Request Motec M1 ECU Request

Thank you for your letter. Please see letter # 31067 in current Fastrack.

Not Recommended

B-Spec

1. #31355 (Robert Selck) Request to make BSAC meetings public

Thank you for your letter. The BSAC does not recommend that our meetings become public. Steps to improve transparency are being discussed at the CRB level and will be rolled out for all classes.

2. #31366 (Michael Fox) Request to sunset manufacturer kit shocks

Thank you for your letter. As a rule parts do not get "sunset" from our spec lines after they are not available. If replacement parts need to be added to spec lines to keep cars running please submit P/N and spec lines affected.

3. #31368 (Michael Fox) Request to make data publicly available

Thank you, Michael, for your letter. During the B-Spec Town Hall meeting at the 2021 Runoffs the community spoke strongly in favor of making public the data which is gathered by SCCA's Data Team. Accordingly, that data will be disclosed and discussed during the Data Seminar at this year's SCCA Convention. Sign up for the Convention can be found at <https://www.scca.com/articles/2015683-registration-now-open-for-22-national-convention>.

4. #31415 (Kent Carter) Obsolete Parts

Thank you, Kent, for your letter. Generally speaking, SCCA does not "sunset" parts which are designated in a spec line. If replacement parts are needed please submit the part number(s) and spec lines that would be impacted for consideration of the Advisory Committee.

5. #31812 (Charles Davis) Cold Air Intake Request for 09-13 Honda Fit

Thank you for your letter. BOP changes are being studied based on data from the 2021 Season and the runoffs. More information to follow.

6. #31828 (James Rogerson) Modify method of weighing for minimum weights

Thank you for your letter. The BSAC has discussed placement of ballast before and do not recommend changing anything at this time. We agree that it puts heavier drivers at a slight disadvantage but that would always be true even if we mandated placement and amount of ballast or weigh cars w/o driver.

7. #31829 (James Rogerson) HP to Weight

Thank you for your letter. There are very limited new vehicles that are B-Spec eligible and even fewer coming in the future.

8. #31840 (Steven Kaster) Restrictor Change Request for Ford Fiesta

Thank you for your letter. BOP changes are being studied based on data from the 2021 Season and the runoffs. More information to follow.

9. #31919 (Andy Doyle) Ford Fiesta Restrictor Change Request

Thank you for your letter. BOP changes are being studied based on data from the 2021 Season and the runoffs. More information to follow.

10. #31921 (Andy Doyle) Place Mini Models in T4

Thank you for your letter. BOP changes are being studied based on data from the 2021 Season and the runoffs. More information to follow.

F5

1. #31744 (Steve Jondal) F5 Weight Adjustment Request

Thank you for your letter. These changes are not recommended. The Club Racing Board will continue to monitor class performance and will make adjustments if warranted by the data.

2. #31880 (Rick Eskola) Weight Reduction Request

Thank you for your letter. These changes are not recommended. The Club Racing Board will continue to monitor class performance and will make adjustments if warranted by the data.

3. #31895 (Darrel Greening) Weight Reduction for all Rotax Powered F500 Cars

Thank you for your letter. These changes are not recommended. The Club Racing Board will continue to monitor class performance and will make adjustments if warranted by the data.

4. #31997 (Jeff Jorgenson) 2022 Rule Change Request

Thank you for your letter. These changes are not recommended. The Club Racing Board will continue to monitor class performance and will make adjustments if warranted by the data.

FA

1. #31870 (Keith Roberts) Tatuus USF-17 should be classed in FX (USF2000)

Thank you for your letter. The Club Racing Board does not recommend this change. The Tatuus USF-17 is outside the FX performance envelope.

FC

1. #31909 (Charles Yesnick) FC Quartermaster Flywheel

Thank you for your letter. The Club Racing Board does not recommend this change. The flywheel rule has been in place for many years, and no problems with supply or cost currently exist.

P2

1. #31861 (JOHN MACINTYRE) GCR Prototype 2 - Restrictions Section #A

Thank you for your letter. The Club Racing Board does not recommend these changes. P2 is intended to be a relatively low-cost sports racing class that avoids the use of expensive technology, while P1 is considered to be the premier sports racing class that promotes advanced technology in design and innovation. One of the purposes of the differing class philosophies is to maintain a performance gap sufficient to justify having two classes. Carbon fiber chassis springs and composite polymer shock absorbers are outside the P2 class philosophy.

GCR

1. #31725 (Don Walsh) Request change in fuel testing

Thank you for your letter. Current rule is appropriate as written. There are other two-stroke fuel additives on the market that do not impact the fuel dielectric reading as significantly as the product you are using does.

2. #31926 (John Masse) Competition License Application

Thank you for your letter. This proposal would require registrars to have access to state DMV information for each driver to determine potential suspension status. Additionally, some minor Full Competition Licensed drivers are too young to have state DMV licenses.

3. #31927 (John Masse) Competition License Application and Renewal
Thank you for your letter. Please see letter # 31926 in current Fastrack.

GT3

1. #31707 (Greg Amy) K24 Alternate Weight Allowance
Thank you for your letter. This request is not within the GT3 philosophy.

2. #31805 (Daniel Snow) Fiat Spider 2000 turbo engine
Thank you for your letter. This engine is not recommended at this time.

3. #31806 (Daniel Snow) Fiat weight reduction
Thank you for your letter. This weight reduction is not felt to be justified.

4. #31820 (Daniel Snow) Fiat X/19 1.5 Weight
Thank you for your letter. This weight request is not believed to be appropriate.

5. #31821 (Daniel Snow) Fiat 124 Spider Engines
Thank you for your letter. Engines under 2.0L are no longer being classified into GT3.

GTL

1. #31421 (Peter Zekert) Request help for small (ex-GT5) engines in GTLite
Thank you for your letter. This request is not recommended. Upon reviewing RUNOFF'S collected data, not all small bore GTLite cars are at the disadvantage that you refer to.

2. #31546 (Rusty Bell) SIR Update for Toyota 2TC & 3TC Engines
Thank you for your letter. The engines listed in your request are classified correctly within their parameters of displacement and number of valves within the GTLite class.

3. #31878 (Peter Zekert) Simplifying Wheelbase Requests in GTL
Thank you for your letter. Not Recommended as the CRB will review any request for wheel base change when requested.

GTX

1. #31643 (Chris Taylor) Allow SRO TC cars as-is
Chris, thank you for your letter. The CRB believes that such change is unnecessary at this time. The classes will continue to be monitored.

IT General

1. #31765 (Anthony Biondo) Request to Reconsider Classing Mazda 2 in ITC #2
Thank you for your letter. The car has been classed according to the Improved Touring Process.
The IT Operations Manual that describes the classification of cars can be found on the SCCA.COM website.

ITB

1. #31510 (Andrew Benagh) Request hub modification on the VW Rabbit Spec Lines
Thank you for your letter. The Improved Touring philosophy doesn't provide for parts allowances on an individual vehicle basis. The parts for this specific vehicle are still available.

ITC

1. #31764 (Anthony Biondo) Request to Reconsider Classing Mazda 2 in ITC

Thank you for your letter. The car has been classed according to the Improved Touring Process.

The IT Operations Manual that describes the classification of cars can be found on the SCCA.COM website.

HP

1. #31925 (Mike Ogren) Toyota 1.6 Twin Carb Spec Line Change

Thank you for your letter. This change is not recommended. Building to the currently specified compression ratio is the responsibility of the engine builder, and it is believed that the car will be competitive as classified, once that is accomplished.

2. #31936 (Jose Fabian) Request to reclassify Suzuki Swift GTI 1.3 Twin Cam

Thank you for your letter. Moving this Level 1 FP classification down to HP is not recommended. Creating a new Level 2 HP classification for this vehicle could be considered, if requested.

SM

1. #29563 (Gordon Kuhnley) Miata Hubs or Similar Solve a lot of Issues, Lets Make Them Legal

Thank you for your letter. SMAC does not recommend this change. There are extremely limited options in the market for steel aftermarket roller bearing style hubs and come with a cost of over \$1200.00. SMAC does not feel opening up an expensive part like that is good for the average racer as they may feel they need to move to a more expensive option just to be competitive. Mazda has re-released their competition hub with extensive testing and updates to address past concerns which should give the community a more cost effective solution for those who wish to use an upgraded front hub.

2. #30633 (Nick Leverone) Minimum Weight

Thank you for your letter. A comprehensive BOP evaluation is currently taking place that will take into account vehicle weights. We will not be recommending making any weight changes to the class until the BOP evaluation has been completed.

3. #30868 (Jason Crouse) Request restrictor plate sizing or weight adjustment

Thank you for your letter. A comprehensive BOP evaluation is currently taking place that will take into account vehicle weights and plates. We will not be recommending making any weight changes or plate changes until the BOP evaluation has been completed. Upon completion of the BOP evaluation SMAC will be revisiting if a weight or plate change to any model year SM would be beneficial for the class.

4. #30978 (Jason Crouse) Request for NB1 and NB2 Parity Adjustment

Thank you for your letter. A comprehensive BOP evaluation is currently taking place that will take into account vehicle weights and plates. We will not be recommending making any weight changes or plate changes until the BOP evaluation has been completed. Upon completion of the BOP evaluation SMAC will be revisiting if a weight or plate change to any model year SM would be beneficial for the class.

5. #31517 (Nick Leverone) Minimum Weight

Thank you for your letter. A comprehensive BOP evaluation is currently taking place that will take into account vehicle weights and plates. We will not be recommending making any weight changes or plate changes until the BOP evaluation has been completed. Upon completion of the BOP evaluation SMAC will be revisiting if a weight or plate change to any model year SM would be beneficial for the class.

6. #31518 (Nick Leverone) Restrictor Plate for 99-00

Thank you for your letter. A comprehensive BOP evaluation is currently taking place that will take into account vehicle weights and plates. We will not be recommending making any weight changes or plate changes until the BOP evaluation has been completed. Upon completion of the BOP evaluation SMAC will be revisiting if a weight or plate change to any model year SM would be beneficial for the class.

STL

1. #31758 (Denny Stripling) FRS/BRZ/86 Competitive Disadvantage in STL

Thank you for your letter. Your request is not consistent with class rules, however, the committee believes there are other changes that could be made to make the car more competitive that are within class rules.

2. #31792 (Louis Boustani) Alternate Dash in STL

Thank you for your letter. Not recommended at this time.

STU

1. #31644 (Chris Taylor) Remove Restrictor from TCA Cars

Thank you for your letter. Not consistent with class philosophy.

2. #31647 (Eric Heinrich) Request to Remove BMW S54B32 OEM from STU Table B

Thank you for your letter. At this time it is not recommended.

3. #31872 (Jeronimo Esteve) ABS Clarification Request

Thank you for your letter. Power assisted brake systems and ABS systems are not the same. Currently there are no provisions for changing systems, even within same manufacturer.

T1

1. #30432 (Tim Myers) Request to Classify Ferrari 458 Challenge Car in T-1

Thank you for your letter. We don't wish to class this car in T1.

2. #30445 (Andrew Aquilante) 911 997 GT3 Classed in T1 -FP

Thank you for your letter. This car hasn't proven to be an over dog in T1. We will continue to monitor the class

3. #30618 (Thomas DeWitt) Fender Flares

Thank you for your letter. A weight penalty for fender flares is not recommended at this time

T2

1. #31661 (Andrew Aquilante) Help Camaro SS (6th Gen) 2016+

Thank you for your letter. This change is not recommended at this time

2. #31662 (Andrew Aquilante) Tire/Wheel size on Mustang S550 (2015 +)

Thank you for your letter. This change is not recommended at this time

3. #31663 (Andrew Aquilante) Tire/Wheel size on Mustang S550 (2015 +)

Thank you for your letter. This change is not recommended at this time

T2-T4

1. #29428 (Touring Committee) Consider changes to sway bar rules for touring T2-T4

Based on responses from the WDYT, the TAC has opted not to change the sway bar rules at this time.

2. #30980 (Glen Morris) Request for T3/SPB Reclassification

Thank you for your letter. When comparing race results, it looks like the Spec Boxster is faster than T4. There are also some allowances that don't fit with our definition of T4: Flywheels, lighter batteries, accuserp, adjustable shocks, no ride height limit, 8.5" wide wheels, etc. Because of this, the TAC has favored leaving it in T3 and allowing items like better tires to speed it up.

T3

1. #31886 (Patrick Womack) BMW Z4M Adjustment

Thank you for your letter. The performance adjustments published are the result thoughtful consideration, data collection and analysis from all of the touring races throughout the 2021 season. Decisions are not based solely on a single event but all touring races throughout every region. No BOP decision is made quickly or without careful consideration. We ask that you bring out your cars and race. Without data on the adjusted cars further corrections can't be made. Please participate. The more data we get, the better our corrections will be.

2. #31887 (Patrick Womack) BMW Z4M Wheels

Thank you for your letter. The performance adjustments published are the result thoughtful consideration, data collection and analysis from all of the touring races throughout the 2021 season. Decisions are not based solely on a single event but all touring races throughout every region. No BOP decision is made quickly or without careful consideration. We ask that you bring out your cars and race. Without data on the adjusted cars further corrections can't be made. Please participate. The more data we get, the better our corrections will be.

3. #31888 (Patrick Womack) BMW Z4M Wheels

Thank you for your letter. The performance adjustments published are the result thoughtful consideration, data collection and analysis from all of the touring races throughout the 2021 season. Decisions are not based solely on a single event but all touring races throughout every region. No BOP decision is made quickly or without careful consideration. We ask that you bring out your cars and race. Without data on the adjusted cars further corrections can't be made. Please participate. The more data we get, the better our corrections will be.

T4

1. #31892 (Richard Mooney) Mx5 Suspension Weight Penalty

Thank you for your letter. We have made changes recently and will continue to monitor the class.

Recommended Items

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

B-Spec

1. #31351 (Frank Schwartz) Request spring attachment

In GCR, Section 9.1.10.E.36., change as follows:

"Suspension: competitors may use the OEM suspension, any part of the manufacturer upgraded suspension kit or any B14 Bilstein shock or strut with no modifications except as required for mounting. Any part required to adapt the B14's to the car

must be submitted for approval by the CRB and added to the individual spec line. Any spring up to a maximum spring rate of 500 pounds may be used. *Spring are allowed to be strapped or zip tied to the body. The purpose of the strap should be to keep the spring in place when the axle goes into rebound. The strap can serve no other function.* Competitors must use the OEM bump stops or the bump stops provided in the manufacturer's kit. Adjustable sway bar end links may be used on all cars. Front sway bars may be disconnected and removed."

IT General

1. #31162 (Kirk Knestis) Request to Mandate 200TW Tires for Improved Touring

Effective 07/01/2022 In GCR section 9.1.3.D.8.a.7, change as follows:

~~"Original equipment wheels supplied by the manufacturer for the year(s), make, model and trim level(s) of the car as listed on the spec line may be used regardless of size unless noted otherwise on the vehicle's spec line. Note that this allowance does NOT permit the use of tires of a greater section width or aftermarket wheels of the stock size when larger than listed in D.7.1.a.6. Tires may not have a UTQG rating of less than 200."~~

Taken Care Of

B-Spec

1. #31626 (Jonathan Wickert) Request to omit Bump Stops

Thank you for your letter. Please see letter # 31351 in current Fastrack.

2. #31827 (James Rogerson) Spring Retainers

Thank you for your letter. Please see letter # 31351 in current Fastrack.

EV General

1. #31774 (Clifford Rassweiler) Proposed Rules for a Prototype Electric class

Thank you for your letter and support of the class. We appreciate your support and assistance.

GCR

1. #31695 (Kevin Coulter) Support for Letter 30990

Thank you for your letter. Please see letter # 30990 in current Fastrack.

2. #31908 (Jonathan Spiegel) Tire Warmers

Thank you for your letter. Please see letter #30855 in January 2022 Fastrack.

3. #31930 (Steven Pounds) Comment on Recommended Item #31697

Thank you for your letter. Please see letter # 31928 in current Fastrack.

HP

1. #31910 (Steve Sargis) HP Adjustments

Thank you for your letter. The concerns you bring up are absolutely warranted, but in relation to two new HP classifications that were incorrectly initially published with the wrong carburation specs in the January Preliminary Fastrack (Letter #31665 & #31802). This error was corrected before the final version of the January Fastrack was posted, so the issue has been taken care of, and no further action is needed at this time.

2. #31912 (Christopher Crisenbery) 1500 Carburetors

Thank you for your letter. Please see response to letter #31910 in current Fastrack.

Prod General

1. #31830 (Ian Green) Request for Clarification to Allow Factory Idle Air Control

Thank you for your letter. Please see response to letter #31800.

T1

1. #30450 (David Mead) OEM Engine Designation is Ambiguous

Thank you for your letter. Recent changes were made. Reference letter #31697 in January 2022 Fastrack, in Appendix F where "OE", "OEM", "Aftermarket" and "Performance alternative" were defined. Touring rules will be updated to correct the use of these words soon.

T2-T4

1. #30654 (Rob Hines) #29428 (Touring Committee) Consider Changes to Sway Bar Rules

Thank you for your letter. Please see letter # 29428 in current Fastrack.

2. #30668 (Colin Koehler) Feedback to May Fastrack item: 29428 (T2-T4 Swaybars) Opposes

Thank you for your letter. Please see letter # 29428 in current Fastrack.

3. #31485 (Andrew Aquilante) Response to letter #29428 - Swaybar Input

Thank you for your letter. Please see letter # 29428 in current Fastrack. **T3**

T3

1. #31965 (Jim Weidenbaum) Honda S2000 2-piece Rotor Option

Thank you for your letter. Please see recent rules change- letter #31564, in January 2022 Fastrack. "In T3 only - 2-piece front rotors with ferrous metal rotor disks and aluminum hats are allowed, must be within 2% of OEM diameter."

What Do You Think

F5

1. #31896 (Keith Joslyn) Class Name Change

Should the class name be changed to F600 (F6)? Please reply via the letter log system.

GCR

1. #32040 (Club Racing Board) Forward Facing Camera

What Do You Think: Future use of Forward Facing Cameras?

GCR section 9.3.11. CAMERA AND CAMERA MOUNTS currently requires Forward Facing Cameras in "All cars competing at Super Tour events and the SCCA Runoffs".

The CRB is considering the extension of Camera use to additional levels of SCCA Club Racing, with that in mind please respond to the following WDYT questions.

1. Require Forward Facing Cameras in the following SCCA Club Racing Events; Regionals, Conference Majors, Super Tours and Runoffs.
2. Require Forward Facing Cameras in Majors, Super Tours and Runoffs
3. Require Forward Facing Cameras in Super Tours and Runoffs

Please submit your response through the SCCA Letter Log system at CRBSCCA.com using the following field instructions:

- SEND LETTER TO: Club Racing Board
- CATEGORY: General
- TITLE: Forward Facing Camera

- **RESPONSE:** Provide your preferred option, either #1, #2, or #3 and indicate the areas of participation that you are involved in (Driver, Race Official, Car/Team Owner, Sponsor).

T2-T4

1. #31067 (Harley Kaplan) Request to Allow the Use of Aftermarket ECU's in Touring

The use of Performance Alternative ECUs is being considered in Touring. As time goes on, it is becoming harder and harder to overcome or modify the programming that comes in modern cars. To combat this, the TAC is considering allowing the use of aftermarket ECUs in one of 2 ways:

1-On a case-by-case basis- Problematic cars could be given an ECU allowance on the spec line. This would give us the ability to adjust parity by adjusting the spec line.

2-As a category rule with a penalty- We could allow aftermarket ECUs on all Touring cars with an appropriate penalty for choosing to use it.

RESUMES

1. #30225 (Michael Saia) Request to join Touring Advisory Committee

Thank you for your interest in joining the TAC. Your resume will be retained for possible future openings.

2. #31150 (Club Racing Board) Frank Schwartz added to BSAC

Frank Schwartz has been added to the B-Spec Advisory Committee.

3. #31178 (Anthony (Coyote) Black) Production Advisory Committee Resume and Application.

Thank you for your interest in joining the PAC. Your resume will be retained for possible future openings.

4. #31204 (DANIEL SNOW) General Resume

Thank you for your interest in joining the PAC. Your resume will be retained for possible future openings.

5. #31994 (Aaron Johnson) PAC interest

Aaron Johnson has been added to the Production Advisory Committee.

DATE: January 20, 2021

NUMBER: TB 22-02

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 2/1/2022. 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. #30759 (David Daugherty) Request to Classify 2020-21 Versa S

In B-Spec Spec Lines, classify Nissan Versa S (2020-) as follows:

BSpec	Bore x Stroke(mm)/ Displ. (cc)	Wheelbase (mm)	Gear Ratios	Final Drive	Brakes (Inches)	Weight (Lbs)	Notes:
<i>Nissan Versa S (2020-)</i>	<i>78.0 x 83.6 1598cc</i>	<i>2618</i>	<i>3.73, 2.05, 1.39, 1.03, 0.82</i>	<i>4.07</i>	<i>(F) 10.2 (R) 8.0 drum</i>	<i>2700</i>	<i>38mm FPR</i>

2. #31045 (Alex Ratcliffe) Request to Classify the Toyota IA sedan & Scion IA Sedan for 2022

In B-Spec Spec Lines, classify Toyota/Scion IA Sedan (2016-2020) as follows:

BSpec	Bore x Stroke(mm)/ Displ. (cc)	Wheelbase (mm)	Gear Ratios	Final Drive	Brakes (Inches)	Weight (Lbs)	Notes:
<i>Toyota/Scion IA Sedan (2016-2020)</i>	<i>74.5 x 85.8 1496cc</i>	<i>2570</i>	<i>3.58, 1.90, 1.29, 0.97, 0.80, 0.65</i>	<i>4.11</i>	<i>(F) 10.2 (R) 7.9 drum</i>	<i>2700</i>	<i>38mm FPR</i>

3. #31442 (Kent Carter) Mazda 2 Undertray

In B-Spec Spec Lines, Mazda2 (10-14), change Notes as follows:

~~"Allow Bilstein B14 suspension kit 47-167490. Powerflex PFR19-1511BX2 rear suspension bushings allowed. Allow Mazda part number - 0000-01-2501-CR Radiator. Allow Exhaust Header Kit (cat delete) HB.EM 60-404-S-SS or HP-MZD001.~~
Allow Mazda Motorsports Exhaust Header Kit (cat delete) PT#-0000-06-2401. *Allow Mazda undertray part number 277344.*"

Electric Vehicle

None.

Formula/Sports Racing

FA

1. #31985 (Formula/Sports Racing Committee) Reorganize Tables 1 and 2

In FA, GCR section 9.1.1.A.2.b, make changes as follows:

"The following modifications are permitted unless restricted in the *sections or tables below that follow.*"

In FA, GCR section 9.1.1.A.2, add a new section as follows:

"c. 2.0 liter Honda K20Z3

1. Block must be OEM Honda Civic K20Z3 2.0 liter PN 11000-RRB-810, maximum bore 86.070mm (3.3886").
 2. Crankshaft must be OEM Honda Civic PN 13310-PRB-A00, maximum stroke 86.1mm (3.390"), unmodified main and rod journals, minimum weight 37.5 lbs.
 3. Connecting rods must be OEM Honda Civic PN 13320-PRBA01, maximum center-to-center rod length 138.95mm (5.470"), minimum weight with fasteners 580g.
 4. Maximum compression ratio 12.7:1 +/- 0.2.
 5. Pistons, rings, pins, and circlips must be HPD-supplied kit PN 13100-FC4Y-A000, piston minimum weight 325g, wrist pin minimum weight 101g.
 6. Head must be OEM Honda Civic K20Z3 2.0 liter PN 12100-RBC-000, ports must be as cast beginning 1.00" into ports.
 7. Valves must be OEM Honda Civic K20Z3 2.0 liter PN 14711-PRB-A01 with minimum stem diameter 5.445mm and maximum head diameter 35.15mm (intake), PN 14721-PRB-A00 with minimum stem diameter 5.420mm and maximum head diameter 30.15mm (exhaust).
 8. Valve springs must be HPD-supplied kit PN 14700-FC4YA000.
 9. Camshafts must be OEM Honda PN 14100-FC4Y-A000 (intake and exhaust set). Maximum intake valve lift measured at retainer PRI (front) 8.50mm, MID 13.50mm, SEC (rear) 9.50mm, maximum exhaust valve lift measured at retainer PRI (front) 8.00mm, MID 12.20mm, SEC (rear) 8.00mm. Maximum intake valve duration above 1mm measured at retainer PRI (front) 202 degrees, MID 262 degrees, SEC (rear) 210 degrees, maximum exhaust valve duration above 1mm measured at retainer PRI (front) 202 degrees, MID 250 degrees, SEC (rear) 202 degrees.
 10. Intake manifold and throttle body assembly may be either the original, unmodified HPD parts or unmodified AT Power Direct-To-Head (DTH) 45mm individual throttle bodies, PN 102-104-00020.
 11. Exhaust header must be used as delivered from HPD. Collector must be 4-into-1 design.
- The CRB reserves the right to implement a requirement that engines be submitted for dyno testing and sealing at any time. If implemented, engine performance will be compared to known specimens. Engines will be denied a seal if they test above 102% of the standard power and torque curve and will be ineligible for competition until power is corrected and the engine is sealed. The participant will be responsible for all costs of dyno testing and delivery. This provision is included to dissuade the competitors from exploiting the rules and expending funds to maximize performance of a budget-minded engine option."

In FA, GCR section 9.1.1.A.2, add a new section as follows:

"d. 2.0 liter Mazda MZR

1. Block must be OEM Mazda MZR 2.0 liter casting #LF95, maximum bore 3.455".
2. Crankshaft must be forged OEM Mazda 2 liter marked "fomoco" DBE8Z31E, maximum stroke 3.270", minimum rod journal diameter 1.830", minimum main journal diameter 2.026", minimum weight 31.5 lbs.
3. Connecting rods must be magnetic steel; maximum rod length 5.760", minimum weight with fasteners 530g.
4. Maximum compression ratio 13.1:1.
5. Piston minimum weight 280g. Wrist pin minimum diameter .825", minimum weight 83g.
6. Head must be OEM Mazda 2.0 liter MZR, part #LF9G-10-090A, casting #6M8G, with minimum chamber volume 40.5cc; ports must be as cast beginning 1.2" from valve seat insert.
7. Valves must be steel; minimum stem diameter 5.45mm, maximum head diameter 1.402" (intake) and 1.21" (exhaust).
8. Camshafts must be Kent DTEC 80 or Mazda Speed PN 1410001I (intake) and PN 141001E (exhaust), maximum lift .478" (intake) and .446" (exhaust), maximum duration 260 degrees at 1mm lift (intake) and 256 degrees at 1mm lift (exhaust).
9. Intake manifold must be unmodified Elan DP02-60-003 or Mazda Speed equivalent Elite USF2015AT, 1.882" maximum bore diameter at throttle plates.

10. Aluminum spacer must be used between intake manifold and cylinder head castings; minimum spacer length 2.200".

11. Exhaust header may be Pro Fab PN P97819 or Pro Fab PN 100002-01 and must use Pro Fab PN H0503 flange. Collector must be 4-into-1 design. Maximum primary pipe OD 1.75", maximum tail pipe OD 2.5".

The CRB reserves the right to implement a requirement that engines be submitted for dyno testing and sealing at any time. If implemented, engine performance will be compared to known specimens. Engines will be denied a seal if they test above 102% of the standard power and torque curve and will be ineligible for competition until power is corrected and the engine is sealed. The participant will be responsible for all costs of dyno testing and delivery. This provision is included to dissuade the competitors from exploiting the rules and expending funds to maximize performance of a budget-minded engine option."

In FA Table 1, 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.	Ford BD Series	1615	4	Any BD series iron or alloy cylinder block and alternate crankshaft permitted.	n/a	1175 1250
B.	Honda B16	1615	4		n/a	1175 1250
C.	Mazda MZR/ Ford Duratec	1615	4	2.0L engine destroked to 1615cc.	n/a	1175 1250
D.	Toyota 4A-GE	1615	4		n/a	1175 1250
E.	Toyota 4A-GE	1800	4		n/a	1280
F.	Honda K20Z3	2000	4	See section 2.c	n/a	1350
G.	Mazda MZR/ Ford Duratec	2000	4	See section 2.d	n/a	1300
H.	Mazda MZR/ Ford Duratec	2300	4	Maximum compression permitted 14.0:1	30mm SIR	1450
I.	Mazda MZR/ Ford Duratec	2500	4		29mm SIR	1475

Engine Notes

(Notes apply only to purpose-built and ex-pro Formula Atlantic cars and not to spec line cars in Table 2)

Note 1: ~~Add~~ Subtract 25 lbs for ~~non~~-sequential transmission.

Note 2: ~~Add~~ Subtract 25 lbs for ~~fuel injection~~ carbureted engine.

Note 3: ~~Add~~ Subtract 25 lbs for ~~non~~-metallic chassis.

In FA Table 2, delete the 1.8 liter Toyota 4A-GE spec line in its entirety.

In FA Table 2, delete the 2.0 liter Mazda MZR spec line in its entirety.

In FA Table 2, delete the 2.0 liter Honda K20Z3 spec line in its entirety.

In FA Table 2, delete the 2.3 liter Mazda MZR/Ford Duratec (Ralt RT40/RT41, Swift 008/014) spec line in its entirety.

In FA Table 2, delete the 2.5 liter Mazda MZR/Ford Duratec (Ralt RT40/RT41, Swift 008/014) spec line in its entirety.

FX

1. #31881 (Moses Smith) FM Rule Set Clarification

In FX, GCR section 9.1.1.J.B.1, change as follows:

"Formula Mazda – Shall comply with ~~GCR 9.1.1.E (2019)~~ *notes in Table 1.*"

In FX Table 1, Formula Mazda spec line, change the notes as follows:

"Marking tires is no longer required. Car must comply with all December 2019 GCR Formula Mazda preparation rules *specifications* found here: <https://www.scca.com/downloads/48184-gcr-december-2019/download> *FormulaMazda-FM-Rules.*"

****Attach new document to site link.****

2. #31940 (Formula/Sports Racing Committee) E&O F4 Tires

In FX, GCR section 9.1.1.J.B.2, add the following:

"Formula 4 – Shall comply with FIA Formula 4 Technical Regulations (2015) and all subsequent safety requirements as issued by the FIA and/or SCCA, *except that tire choice is unrestricted.*"

In FX Table 1, FIA Certified F4 spec line, change the notes as follows:

"Upon request, competitors must provide a copy of the rules in effect when the car was certified by the FIA. *Tire choice is unrestricted.*"

3. #31951 (Formula/Sports Racing Committee) E&O USF2000 Tube Frame

In FX Table 1, USF2000 Tube Frame spec line, change the notes as follows:

"Any Hoosier ~~radial~~ tire measuring 20.5 x 7.0 x 13 (front) and 22.5- x 8.0 x 13 *or 22.0 x 8.0 x 13* (rear) may be used."

4. #32058 (Cody Towns) URGENT - FX- Formula Renault Tire

In FX Table 1, Formula Renault 2.0 (10-17) spec line, add the following:

"*The following exceptions apply: Tire choice is unrestricted.* No part of the car may be altered from original Formula Renault 2.0 components, except for necessary repairs that do not affect performance."

In FX Table 1, Formula Renault 2.0 (00-09)/Fran-Am 2000 spec line, add the following:

"*The following exceptions apply: Tire choice is unrestricted.* No part of the car may be altered from original Formula Renault 2.0 components, except for necessary repairs that do not affect performance."

P2

1. #31969 (Formula/Sports Racing Committee) E&O Engine section

In P2, GCR section 9.1.8.D.L.c.1, change as follows:

"SCCA approved production based motorcycle engines with a maximum of 4 cylinders and with a maximum displacement of ~~1500~~ *1505*cc."

In P2, GCR section 9.1.8.D.L.d, change as follows:

"Two Stroke Engine: 2 stroke engines with a maximum displacement of ~~1200~~ *1205*cc and a maximum of 4 cylinders."

In P2, GCR section 9.1.8.D.L.h.1, change as follows:

"Automotive engine based cars *use a* minimum weight *of 1300* 1350 lbs. *unless otherwise stated in the tables.*"

GCR

GCR

1. #30990 (Karen Crider) Video Standards for HST/Runoffs

In GCR, Section 9.3.11.A. change as follows:

"9.3.11. CAMERA & CAMERA MOUNTS (*effective 01 July 2022*)

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. *The video format must be a digital file so it can be viewed in an MS Windows compatible viewer.*"

2. #31318 (Austin Hilliard) Rain Lights

In GCR, Section 9.3.32.B., change as follows:

"All cars shall be equipped with rain light(s) clearly visible from the rear. *The rain light(s) shall be turned on when directed to by the Race Director or Chief Steward.*"

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

"All Formula (open wheel) and Sports Racing cars shall be equipped with a red taillight of at least the equivalent illumination power of a 15-watt bulb. This light shall be mounted on the centerline of the car. Light assemblies shall be considered one light for the purposes of this rule, irrespective of the number of individual lamps the assembly may contain. *FIA Technical List N 19 rain lights are recommended.*"

3. #31790 (Bob Gardner) Error & Omission in Rule 9.3.29 Identification Markings

In GCR, Section 9.2.29, change as follows:

"Each car shall carry identification ~~numbers and class letters~~ *markings* per A and B, below, SCCA logos per C, *the sections listed* below; and any markings required by the Supplemental Regulations."

4. #31794 (SCCA Staff) Tow Hooks For One Piece Front Ends

Effective 03/01/2022 In GCR, Section 9.3.48, change as follows:

"All cars ~~without an exposed roll bar~~ shall have a towing eye or strap, front and rear, that does not dangerously protrude from the bodywork when the car is racing, to be used for flat towing or hauling the vehicle. ~~A removable towing eye carried inside the car is not acceptable, except in formula cars and Sports Racing cars. These towing eyes or straps shall be easily accessible without removal or manipulation of bodywork or other panels. Towing eye~~ *The minimum ID of the tow eye is 2 inches.* The required tow eyes must be strong enough to tow the car from a hazard such as a gravel trap.

~~The front tow eye may be mounted in the driver/passenger side window openings, or at any location forward of the windshield, and a hole may be cut in the bodywork for the sole purpose of clearing a protruding tow eye. If mounted in the driver/passenger side window openings, it must be attached to the forward roll cage down tube as close to the base of the windshield as possible. If the front tow eye is located in the side window openings there shall be one on each side of the car.~~

Open top cars may use their exposed roll bar for towing purposes. Closed top cars may mount the front tow eye in the driver/passenger side window openings, but it must be attached to the forward roll cage down tube as close to the base of the

windshield as possible, and there shall be one on each side of the car. A removable towing eye carried inside the car is not acceptable, except in Formula and Sports Racing cars. In addition, for Formula and Sports Racing cars, if the main hoop is faired in, the fairing shall have access holes to allow the insertion of a bar or strap to allow the car to be lifted by a wrecker.

Rear tow eyes must be accessible rearward of the rear axle centerline. ~~In addition, for Formula and Sports Racing cars, if the main hoop is faired in, the fairing shall have access holes to allow the insertion of a bar or strap to allow the car to be lifted by a wrecker.~~

5. #31937 (SCCA Staff) E&O expired helmet certifications

In GCR section 9.3.19.C.2, correct helmet certifications as follows:

"Crash helmets approved by the Snell Foundation with Snell sticker ~~2010~~2015 or later Special Application SA~~2010~~2015/SAH~~2010~~2015, or by the SFI with a SFI Sticker SFI 31.1/~~2010~~2015 or newer, or by the FIA standard 8859-~~2018~~2015 or FIA 8860~~2004~~2010 or newer."

General

General

1. #31968 (SCCA Staff) Remove Radical Cup from Pro Path

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

~~"P2 - Radical Cup North America"~~

Grand Touring

GT1

1. #31844 (Richard Grant) Wheel Widths

In GCR, Section 9.1.2.D.7.a., change as follows:

"2. Wheels may be thirteen (13), fourteen (14), fifteen (15), ~~or sixteen (16)~~, *seventeen (17) or eighteen (18)* inches in diameter, but all four (4) wheels shall be the same diameter. *Use of eighteen (18) inches wheels must add 50 lb. weight penalty.*

3. Wheels shall have a maximum width of twelve (12) inches in the front *and thirteen (13) inches in the rear. 18" tires shall have thirteen (13) in the front and fourteen (14) inches in the rear.*"

SP - Tony A to consolidate response.

GT2

1. #31991 (Grand Touring Committee) GT2/ST Porsche Cayman #31451 correct TBR size error

In GT2-ST Spec Lines, Porsche Cayman (05-15), change Notes as follows:

"4.0L ~~70~~75mm"

GTX

1. #32039 (Club Racing Board) Remove restrictions from GTX-FIA GT3

In GTX-FIA GT3 Spec Lines, remove all Restrictor (mm) as follows:

Acura: "~~(2) 35 TIR~~"

Aston Martin: "~~(2) 41.5~~"

Audi GT3-038: "~~(2) 39~~"

Audi GT3-017: "~~(2) 40 TIR~~"

Bentley: "~~(2) 38~~"

BMW GT3-043: "~~(2) 34 TIR~~"

BMW GT3-023: "70"

Chevrolet: "52"

Dodge: "{2}39"
 Ferrari GT3-029: "{2}40 TIR"
 Ferrari GT3-044: "{2}35 TIR"
 Lamborghini: "{2}39"
 McLaren: "{2}36 TIR"
 Mercedes: "{2}41.5"
 Porsche: "{2}41.5"
 Nissan: "{2}40 TIR"

In GTX-FIA GT3 Spec Lines, correct name as follows:
 "McLaren"

GT3

1. #31803 (Daniel Snow) Request to add Fiat to GT3 CARS

In GT3 Spec Lines, classify *Fiat Spider 2000*, Years 79-81, as follows:

GT3 Cars - FIAT					
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
<i>Fiat Spider 2000</i>	<i>79-81</i>		<i>RWD</i>	<i>89.76"</i>	

2. #31804 (Daniel Snow) Request to add Fiat to GT3 CARS

In GT3 Spec Lines, classify Fiat X-19, Years 72-89, as follows:

GT3 Cars -					
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
<i>Fiat X-19</i>	<i>72-89</i>	<i>2 Dr.</i>	<i>Rear Engine</i>	<i>86.7</i>	

Improved Touring

ITC

1. #31842 (John McFarland) Volkswagen New Beetle

In ITC Spec Lines, Volkswagen Beetle (98-99), change year as follows:

"(98-99⁰⁵)"

Legends Car

None.

Production

EP

1. #31831 (Hayes Flynn) Porsche 968 Engine Questions

In EP spec line "Porsche 968 (92-95)", add to Notes:

"*Dry sump is allowed.*"

2. #31833 (RON OLSEN) Request weight reduction for 1979-1985 Mazda RX-7

In EP Spec Lines, Mazda RX-7 (12A/13B) (79-85), change Weight as follows:

"12A:

2000~~1950~~

*2050~~1999~~

**2100~~2048~~

13B:

2075~~2025~~

*2127~~2076~~

**2179~~2126~~"

HP

1. #31990 (Matthew Brannon) Incorrect Valve Size Changes in Jan 2022 GCR for FIAT X1/9

In HP Spec Lines, change Valve Specs as follows:

Fiat X-1/9 & Bertone 1500 - Level 2:

"(I) ~~35.5/(1.40)~~ **36.3/(1.43)**

(E) ~~33.0/(1.30)~~ **33.3/(1.31)"**

Fiat X-1/9 1300 - Level 2:

"(I) ~~35.5/(1.40)~~ **36.3/(1.43)**

(E) 31.2/(1.23)"

Fiat X-1/9 1300 - Level 1:

"(I) ~~35.5/(1.40)~~ **36.3/(1.43)**

(E) 31.2/(1.23)

~~(E) 1.21"~~

Fiat X-1/9 1500 - Level 1/2:

"(I) ~~35.5/(1.40)~~ **36.3/(1.43)**

(E) ~~33.0/(1.30)~~ **33.3/(1.31)"**

Prod General

1. #31800 (David Boles) Throttle Body and Idle Air

In GCR, Section 9.1.5.E.1.b.1., change as follows:

"All inducted air must pass through the venturi(s) of the car's carburetor(s), *except that which passes through a stock/original idle control device.*"

In GCR, Section 9.1.5.E.1.b.4., change as follows:

"Fuel injection: All inducted air must pass through the throttle body and be subject to control by the throttle butterfly), *except that which passes through a stock/original idle control device.*"

In GCR, Section 9.1.5.E.1.b., add the following:

"9. Stock/original idle control devices can be utilized in their original, unmodified location and condition, or completely removed and any resulting openings blocked off. "

In GCR, Section 9.1.5.E.2.b.1., change as follows:

"All inducted air must pass through the venturi(s) of the cars carburetor(s), *except that which passes through a stock/original idle control device.*"

In GCR, Section 9.1.5.E.2.b.4., change as follows:

"Fuel Injection: All inducted air must pass through the throttle body and be subject to control by the throttle butterfly), **except that which passes through a stock/original idle control device.** "

In GCR, Section 9.1.5.E.2.b., add the following:

"9. Stock/original idle control devices can be utilized in their original, unmodified location and condition, or completely removed and any resulting openings blocked off. "

Spec Miata

None.

Super Production

None.

Super Touring

STU

1. #31434 (David Fiorelli) Request Allowance for Balance Shaft Delete in STU

In GCR, Section 9.1.4.G., add as follows"

"29. Any engine balance shafts and associated gears or pulleys may be removed and the resulting openings plugged (including those in oil passages). Alternate pulleys or gears, of the same number as stock, may be installed in the location of the balance shaft pulleys or gears if required for timing belt or chain operation; they must serve no other purpose. Any engine balance shafts and associated gears or pulleys may be removed and the resulting openings plugged (including those in oil passages). Alternate pulleys or gears, of the same number as stock, may be installed in the location of the balance shaft pulleys or gears if required for timing belt or chain operation; they must serve no other purpose."

2. #31916 (David Fiorelli) Request Louvers in hood vents

In GCR, Section 9.1.4.1 A.2., add as follows:

"Louvers within the 200 sq. inch are allowed."

Touring

T2

1. #31885 (Patrick Womack) BMW Z4M Adjustment

In T2 Spec Lines, BMW Z4M (06-08), change Weight as follows:

"~~3150~~3100"

T4

1. #31102 (CHRISTOPHER WINDSOR) MX-5 Durability Detailed

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), 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. Mazda Transmission kit part # 0000-02-5700. *Non-OEM limited slip differential allowed with +50 lbs. weight penalty.*"

2. #31624 (Rich Grunenwald) Request Allowances for 2005 - 2010 Mustang
In T4 Spec Lines, Ford Mustang V6 (05-10), add to Notes as follows:
"Koni part numbers 8741.1494 (front) and 8741.1240 (rear)."

CLUB RACING BOARD MINUTES | February 1, 2022

The Club Racing Board met by teleconference on February 1, 2022. Participating were John LaRue, Chairman; David Arken, David Locke, Jim Goughary, Peter Keane, Sam Henry, Tom Start, Tony Ave and Shelly Pritchett, secretary. Also participating were: Chris Albin, Clay Turner 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. #32321 (Club Racing Board) BoP Rationale

All Mini's were required to run a restrictor when the BOP change was made 2 years ago. The BSAC reluctantly allowed the 07-10 Mini's which did not utilize the header to run without a restrictor. The BSAC was advised that these cars would be "completely uncompetitive" without the header. Shortly after this change was implemented the ECU was hacked which permitted improved tuning. Current evidence suggests that a non-header car with no restrictor would still have an advantage over a header car with a 40mm restrictor. Past experience suggests that header availability is a temporary issue. Also, favorable changes take effect sooner than unfavorable ones allowing competitors time to acquire a header (*if that is their choice*) in advance of the rule taking effect.

F

1. #32256 (Club Racing Board) Formula/Sports Racing Advisory Committee (FSRAC) changes

David Locke has stepped down as chairman of the FSRAC and moved to the Club Racing Board, and John Petillo has taken over as chairman of the FSRAC. Dave Weitzenhof has concluded his term on the FSRAC. The Club Racing Board thanks Dave for his service on the committee.

T1

1. #32023 (Touring Committee) T1 Rules Evolution

Thank you for your letter. The Touring committee has been working hard to try to build the touring classes. Touring 1 has been a class with a very complicated and confusing rules set. We are working to create a new rules set that is easier to manage and easier to compete in. While we are doing this work, we find it hard to answer some of the T1 letters in the system. We are trying to evaluate how these letters fit into the future of the class. We expect to have a draft of the 2023 rules published in June.

No Action Required

F5

1. #32052 (Scott Mackela) Response to WDYT re: letter number 31896 (Class name change)

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

2. #32082 (Jim Murphy) #31896 (Keith Joslyn) Should the class name be changed to F600

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

General

1. #31703 (John Weisberg) Gauging Public Opinion on Letters to Committees

John, Thank you for your suggestion. As we are all aware the various boards and committees that are integral to the successful operation of the SCCA Road Racing Program are comprised of volunteers. Without their time and dedication SCCA would not exist as we know it today. While your suggestions certainly have merit, SCCA does not have the manpower to implement them at this point in time. Fastrack is the official publication of SCCA containing all information relevant to matters of competition and we do not see it as being unreasonable for our members to monitor it and the SCCA website for particulars relevant to their

racing programs. The CRB attempts to post notices on the major social media sites when Fastrack is published. Your efforts in communicating this message and the monthly publication of Fastrack to media sites that you visit will be appreciated.

GT2

1. #32044 (Alex McBain) Re: request #31898

Thank you for your letter. Please see the response to your letter #31898 in current Fastrack.

GTL

1. #29699 (Erik Madsen) Request to Allow Volkswagen Direct Injected 1.4/1.6 Liter Engines

Thank you for your letter. Several attempts have been made at contacting letter writer for more information with no response.

IT General

1. #31782 (Steve Elicati) Opposed to 200tw Tires

Thank you for your letter. And we mean that sincerely!

This issue has generated more member feedback than anything in recent memory. Some excellent points have been made both for and against the change, and they have been noted. At the moment there really is no clear answer on which path is best. The Committee has agreed that some of the issues that have been raised require additional research and discussion before we can move forward. That work has already begun.

Possibly for that reason, although likely there were other considerations as well, the Competition Board has decided NOT to move forward with the 200TW tire rule for Improved Touring at this time.

We certainly believe everyone involved, particularly all of you that felt strongly enough to reach out about this, ultimately have the best interests of Improved Touring in mind. We are coming up on a very significant IT anniversary, and hopefully we can celebrate it with larger car counts at events across the country.

Please don't hesitate to continue to tell us what's on your mind. We really are all in this together. Your ideas, support and even thoughtful disagreement will help to keep us pointed in the right direction.

2. #32053 (Robert Zatz) Opposes recommended 200TW minimum

Thank you for your letter. Please see letter # 31782 in current Fastrack.

3. #32056 (Ben Slechta) Opposes Mandate 200TW Tires for Improved Touring

Thank you for your letter. Please see letter # 31782 in current Fastrack.

4. #32062 (Carl Biondo) 200 treadwear tire rule

Thank you for your letter. Please see letter # 31782 in current Fastrack.

5. #32065 (Scott Mackela) 200TW Tire Rule

Thank you for your letter. Please see letter # 31782 in current Fastrack.

6. #32066 (Scott Mackela) 200TW Tire Rule

Thank you for your letter. Please see letter # 31782 in current Fastrack.

7. #32067 (Jeff Giordano) IT - Proposed 200TW Tires

Thank you for your letter. Please see letter # 31782 in current Fastrack.

8. #32069 (Matt Downing) Oppose the 200tw Tire Requirement for IT Classes

Thank you for your letter. Please see letter # 31782 in current Fastrack.

9. #32073 (Anthony Biondo) Deny 200TW Tire Request for IT

Thank you for your letter. Please see letter # 31782 in current Fastrack.

10. #32081 (John McFarland) Opposition to 200TW tire in Improved Touring

Thank you for your letter. Please see letter # 31782 in current Fastrack.

11. #32089 (Steffen Clark) Do Not Change to 200 Treadwear

Thank you for your letter. Please see letter # 31782 in current Fastrack.

12. #32092 (Ron Earp) Support for 200TW in Improved Touring

Thank you for your letter. Please see letter # 31782 in current Fastrack.

13. #32095 (Chris Dilluvio) Opposition of Tread Wear Rating Rule

Thank you for your letter. Please see letter # 31782 in current Fastrack.

14. #32096 (Charles Tanck) Fastrack #31162

Thank you for your letter. Yes, if we were to implement this there would be language elsewhere in the GCR that would need to be cleaned up. As it turns out, that is not necessary at this point. Please see letter # 31782 in current Fastrack.

15. #32108 (Thomas Ciccone) 200TW Tire Proposal

Thank you for your letter. Please see letter # 31782 in current Fastrack.

16. #32109 (Rick Benazic) Against 200tw Tires

Thank you for your letter. Please see letter # 31782 in current Fastrack.

17. #32134 (Willie Phee) Proposed 200TW Tire Rule

Thank you for your letter. Please see letter # 31782 in current Fastrack.

18. #32141 (Hayes Lewis) Opposition to 200TW Rule-Many Non Voters

Thank you for your letter. Please see letter # 31782 in current Fastrack.

19. #32142 (Hayes Lewis) 200 TW tires-What is 200TW?

Thank you for your letter. Please see letter # 31782 in current Fastrack.

20. #32143 (Hayes Lewis) 200TW tires-How Many Heat Cycles? Shaving?

Thank you for your letter. Please see letter # 31782 in current Fastrack.

21. #32159 (Eric Moye) 200 TW Tire Change Proposal.

Thank you for your letter. Please see letter # 31782 in current Fastrack.

22. #32166 (Michael Paramore) Opposes 200TW

Thank you for your letter. Please see letter # 31782 in current Fastrack.

ITA

1. #31615 (Brendan Granitski) Proposed 200tw Tires

Thank you for your letter. Please see letter # 31782 in current Fastrack.

2. #32070 (Christopher Deen) Do Not Change to 200tw Tires

Thank you for your letter. Please see letter # 31782 in current Fastrack.

3. #32072 (George Washburn) 200tw Opposition

Thank you for your letter. Please see letter # 31782 in current Fastrack.

ITC

1. #31760 (John McFarland) Request to Classify Fiat 500

Thank you for your letter. The Fiat 500 is correctly classified in ITB.

2. #32075 (Ron Copeland) Opposes IT Tire Rule Change

Thank you for your letter. Please see letter # 31782 in current Fastrack.

3. #32076 (Jason Jacko) 200 TW Rule Change Not Good for the Club

Thank you for your letter. Please see letter # 31782 in current Fastrack.

4. #32077 (Aaron Quine) 200 TW Rule Change

Thank you for your letter. Please see letter # 31782 in current Fastrack.

5. #32085 (Elliott Bavely) Improved Touring Proposed Tire Change

Thank you for your letter. Please see letter # 31782 in current Fastrack.

ITR

1. #32164 (Ian Anderson) Opposed to 200 TW Tire change

Thank you for your letter. Please see letter # 31782 in current Fastrack.

2. #32168 (Matthew Fritz) Info regarding tire switch in improved touring

Thank you for your letter. Please see letter # 31782 in current Fastrack.

ITS

1. #32061 (Justin Deffenbaugh) 200TW Change

Thank you for your letter. Please see letter # 31782 in current Fastrack.

2. #32071 (Randy Shaw) Opposes 200tw Tire Change

Thank you for your letter. Please see letter # 31782 in current Fastrack.

3. #32088 (Justin Deffenbaugh) 200TW Change Concerns

Thank you for your letter. Please see letter # 31782 in current Fastrack.

Prod General

1. #31726 (Eric Prill) Aggregated Runoffs Time Card Data

Thank you for your letter, and the compiled Time Card data.

2. #32000 (Production Committee) Consider Disable/Remove Stock Variable Lift/Timing Systems

Thank you for your letter. After inspection of the GCR, it was determined that there's sufficient ability in the current rules for cam shafts, cam gears, rockers, sensors, wiring, and ECU's for stock Variable Lift & Timing systems (VANOS, VTEC, VVT-i, etc.) to be legally disabled or removed within them. This determination is being published as an "FYI".

T1

1. #30108 (Touring Committee) Change Category Rule for Axle/drive shafts

Thank you for your letter. Your request will be addressed in T1 rules package proposed for 2023.

2. #30453 (David Mead) Miller Challenge Spec Line Still Not Right

Thank you for your letter. Your request will be addressed in T1 rules package proposed for 2023.

3. #30471 (Andrew Aquilante) Non-Production Displacement and Forced Induction Engines

Thank you for your letter. Your request will be addressed in T1 rules package proposed for 2023.

4. #30476 (Andrew Aquilante) Publish the Results of the T1 Surveys From Earlier This Year

NAR- The surveys were used to help influence the new T1 rules package for 2023. It is the club's policy to not share the raw data.

5. #30609 (Andrew Aquilante) Reply to Response to Letter 29842

Thank you for your letter. This letter was in response to T1 changes that are now a year old. Your request will be addressed in T1 rules package proposed for 2023.

6. #30619 (Thomas DeWitt) Request for Fender Flare Clarification in T1 Specifications

Thank you for your letter. Your request will be addressed in T1 rules package proposed for 2023.

7. #30620 (Thomas DeWitt) Request for Clarification of DCT transmission

Thank you for your letter. Your request will be addressed in T1 rules package proposed for 2023.

8. #30761 (Michael Pettiford) Remove the restrictor on the C6 Z06 and take out another 100 lbs

Thank you for your letter. Your request will be addressed in T1 rules package proposed for 2023.

9. #30783 (Don Van Nortwick) Request to address inequities in T1 vs T1-LP

Thank you for your letter. Your request will be addressed in T1 rules package proposed for 2023.

10. #30790 (Mark Pfeffer) Request BMW E46 M3 Transmission Alternative

Thank you for your letter. The requested transmission can already be used in the T1 Full Prep spec lines. Will also be addressed in T1 rules package proposed for 2023.

11. #30878 (Nathan McBride) Request aftermarket ECU and wiring in Touring classes

Thank you for your letter. Please see WDYT, Letter # 31067 in current Fastrack.

12. #30894 (Ian Barberi) Feedback on 29970 Opposes REC

Thank you for your letter. Your request will be addressed in T1 rules package proposed for 2023.

13. #30916 (Ian Barberi) Feedback on 29970 (#2)

Thank you for your letter. Your request will be addressed in T1 rules package proposed for 2023.

14. #31512 (Ryan Upham) Request addition of BMW factory DCT trans for E46 M3 with 4.0 v8.

Thank you for your letter. NON OEM or alternative DCT transmissions are already permitted in T1 Full Prep. Please see 9.1.9.1.M.4.

15. #31679 (Tim Myers) Request help for Dodge Viper ACR-X

Thank you for your letter. Your request will be addressed in T1 rules package proposed for 2023.

16. #32016 (Ryan Upham) Allowance of OEM E92 V8 and DCT Trans in E46 M3

Thank you for your letter. Under the current rules, the E46 is allowed a 4000cc engine. OEM transmissions are allowed without penalty as long as they're limited to 6 forward speeds.

17. #32099 (Carl Fung) Ferrari 550

Thank you for your letter. Under the current rules, the car is not listed (allowed) to run in Full Prep. It can only run as a limited prep car. Please keep an eye out for a T1 rules revision prior to the 2023 season.

T2-T4

1. #32074 (Mike Ogren) Toe Link Oversight

Thank you for your letter. Camber can be adjusted by using offset bushings. The toe links are allowed solely for toe adjustment. If you want a specific camber arm, they are considered on a case-by-case basis. Please provide a part number.

T4

1. #31993 (Tom Fowler) MX5 Omission

Thank you for your letter. Please see 9.1.9.2.D.3.a.1- "Cooling" where "Any expansion tank permitted as long as it serves no other purpose."

Not Recommended

FA

1. #31952 (Dudley Fleck) Swift 016 SIR

Thank you for your letter. The Club Racing Board does not recommend these changes. The data obtained at the 2021 CAT U.S. Majors event does not support increasing the Swift 016's SIR size or reducing its minimum weight. Please see the response to letter #30969 in the September 2021 Fastrack.

2. #32002 (Keith Grant) Increase 31mm SIR to 33 mm SIR on Swift 016

Thank you for your letter. The Club Racing Board does not recommend these changes. The data obtained at the 2021 CAT U.S. Majors event does not support increasing the Swift 016's SIR size or reducing its minimum weight. Please see the response to letter #30969 in the September 2021 Fastrack.

3. #32093 (Larry Howard) Swift 016 weight and SIR

Thank you for your letter. The Club Racing Board does not recommend these changes. The data obtained at the 2021 CAT U.S. Majors event does not support increasing the Swift 016's SIR size or reducing its minimum weight. Please see the response to letter #30969 in the September 2021 Fastrack.

P1

1. #32078 (Guilbert Twiss) Adding the Mazda 12a rotary to P1 eligible motors (again)

Thank you for your letter. The Club Racing Board does not recommend this change. The P1 class is intended to be the premier sports racing category promoting advanced technology in design and innovation, and the class philosophy is not to classify cars that could not be competitive in P1. The Mazda 12A is outside the P1 performance envelope, but the engine is approved for use in the P2 class, and the Beasley B2 is also in line with P2 performance expectations. Please see the response to letter #32147 in this Fastrack's Technical Bulletin.

GCR

1. #32042 (James Bell) Request addition to 6.10.3.A Race Finisher

Thank you for your letter. Drivers are responsible for determining how long they should compete in a race to be declared a finisher.

General

1. #32001 (Graham Loughhead) Remove FC from Small Bore OW Group

Graham, thank you for your letter. The Advisory Committees and CRB appreciate the concerns expressed in your letter and the suggested changes. The issue of run groups and their composition is under constant review.

2. #32051 (Joe Camilleri) 2022 Runoffs qualifying changes

Thank you for your letter. When the Majors Conference Championships were established in 2013, they were done to include only specific races but offer the opportunity for drivers to score points and compete for multiple championships. Counting outside events would extend each Conference Championship to the final Majors race weekend in the country, which can be months after the last scheduled race within a Conference.

GT2

1. #31898 (Alex McBain) Proposed GCR rule change - 9.1.2.F.7.e.13.c

Thank you for your letter. This request is too far outside the realm of the GT philosophy.

GT3

1. #31953 (Scott Twomey) Allow Toyota 4AC - Unrestricted

Thank you for your letter. Engines under 2.0L are no longer being classified in GT3.

IT General

1. #32014 (Emmitt Staley) Please classify the 2006 Chevrolet Cobalt SS in Improved Touring

Thank you for your letter. The Chevrolet Cobalt SS is correctly classified in ITS.

ITA

1. #32028 (Emmitt Staley) Amended letter request- #32014

Thank you for your letter. The Chevrolet Cobalt SS is correctly classified in ITS. We cannot base spec line classifications on single builds. We prefer not to classify a specific model in multiple classes, the classification process we use indicates that this car fits best in ITS.

ITC

1. #31757 (Antonio Amendola) Request for 2012-2016 Fiat 500 non turbo at 2300 lbs in ITC
Thank you for your letter. The Fiat 500 is correctly classified in ITB.

HP

1. #32020 (Edward Werry) Weight Reduction Request for MR2
Thank you for your letter. An adjustment of this spec line is not recommended at this time. Please continue to develop the car, and an effort will be made to try and get additional data on it.

STU

1. #31529 (John Weisberg) Request to Adjust Honda b20 Vtech and k20 Weight to Create Parity
Thank you for your letter. Request is not recommended at this time.

T1

1. #30563 (Scotty B White) Request Viper CC T1 classification
Thank you for your letter. The Comp Coupe doesn't fit in the intent of T1.

T2

1. #30877 (Nathan McBride) Request Corvette BOP
Thank you for your letter. The TAC and CRB does not believe this Corvette needs an adjustment at this time.
2. #31660 (Andrew Aquilante) Help the Corvette C5
Thank you for your letter. The performance adjustments published are the result thoughtful consideration, data collection and analysis from all of the touring races throughout the 2021 season. Decisions are not based solely on a single event but all touring races throughout every region. No BOP decision is made quickly or without careful consideration. We ask that you bring out your cars and race. Without data on the adjusted cars further corrections can't be made. Please participate. The more data we get, the better our corrections will be.
3. #31734 (Joe Aquilante) Reconsider Adding Weight to the C5 Corvette in T2
Thank you for your letter. The performance adjustments published are the result of thoughtful consideration, data collection, and analysis from all of the touring races throughout the 2021 season. Decisions are not based solely on a single event but all touring races throughout every region. No BOP decision is made quickly or without careful consideration. We ask that you bring out your cars and race. Without data on the adjusted cars further corrections can't be made. Please participate. The more data we get, the better our corrections will be.

T2-T4

1. #31958 (Eddie Keturakis) Consider a Spec Tire for Balance of Durability, Speed and Expense
Thank you for your letter. Touring has always allowed DOT tires that are approved for the speed rating of the class. There are other brands that are available for you to try. The majority of Touring competitors are not interested in limiting their tire choices.

T3

1. #32100 (Jim Weidenbaum) Honda S2000 2.2L Weight reduction
Thank you for your letter. The 2.2 liter S2000 was allowed to remove its restrictor plate. To help the 2 liter, we removed the weight.

T4

1. #31008 (Derrick Ambrose) Request for Urethane Control Arm Bushings 2014-2018 Mazda 3

Thank you for your letter. These parts aren't recommended at this time.

2. #32008 (Mike Ogren) Please list the 2004-2009 Mazda 3 , 2.0

Thank you for your letter. The committee strongly suggests either running the 2.3 liter engine or maybe consider one of the IT.

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. #31850 (American Sedan Committee) Move from tire exclusion list to tire inclusion list

Effective 04/01/2022 In GCR, Section 9.1.6.D.6.b.4., change as follows:

~~"4. American Sedans may not compete or qualify on Hoosier A7 compound tires effective 06/15/2021.~~ **American Sedans must compete on DOT "R-type" road race tires. Permitted tires are listed below. Soft "A type" autocross tires are prohibited: BFGoodrich R1 & R1S**

Goodyear DOT radial DOT R compound

Hankook Ventus Z214 C51/Medium

Hoosier R7 or R6 or WET/H20

Kumho Ecsta V700 series

Nitto NT01

Toyo R888, Toyo Proxes RA1, or Proxes RR

Yokohama A048 or A052

Rain tires must continue to have DOT rating, except that softer compound dry tires, such as the Hoosier A7 (but not limited to), are not permitted for use as rain tires.

The objective of this rule is to require the use of a more durable and economical tire. Performance of approved tires will be monitored by the ASAC and those which are found to deviate from this objective may be subject to exclusion by means of a Tech Bulletin or other appropriate communications.

Additional tires may be requested for consideration by the ASAC and may be introduced within rule change timing cadence.

B-Spec

1. #31379 (Michael Fox) Request to Increase Allowed Camber

In B-Spec, GCR Section 9.1.10.E.35., change as follows:

"Maximum ~~3.5~~ **4.0** degrees negative camber is allowed on front and **2.0 degrees on** rear suspensions."

Taken Care Of

B-Spec

1. #31417 (Brandon Vivian) Clarify Spec Line 9.1.10.E.35 for Strut Tower Modification

Thank you for your letter. Please see response to letter # 31393 in current Fastrack.

2. #31427 (Frank Schwartz) Caster and Camber

Thank you for your letter. Please see response to letter # 31393 in current Fastrack.

3. #31428 (Frank Schwartz) Camber Adjustment Philosophy

Thank you for your letter. Please see response to letter # 31393 in current Fastrack.

4. #31917 (Brian Duddy) 31359 Needs to be Changed

Thank you for your letter. This issue was addressed between preliminary and final fast track publication.

5. #31929 (Steven Pounds) Comment on Recommended Item #31359

Thank you for your letter. This issue was addressed between preliminary and final fast track publication.

EP

1. #32102 (Doug Piner) MX5 Global Cup cars NOT Production cars

Thank you for your letter. Please see response to Letter #32218 in the current Fastrack.

2. #32140 (James Pettinato) Remove MX5 Global Cup cars from EP

Thank you for your letter. Please see response to Letter #32218 in the current Fastrack.

3. #32152 (Paul Lopez) Car Classification

Thank you for your letter. Please see response to Letter #32218 in the current Fastrack.

4. #32186 (Michael Cooke) Remove Mazda MX5 Global Cup ABS Brakes

Thank you for your letter. Please see response to Letter #32218 in the current Fastrack.

5. #32187 (Michael Cooke) Remove Mazda MX5 Global Cup ND2

Thank you for your letter. Please see response to Letter #32218 in the current Fastrack.

6. #32188 (Michael Cooke) Remove Mazda MX5 global Cup ND2 Sequential Transmission

Thank you for your letter. Please see response to Letter #32218 in the current Fastrack.

HP

1. #32150 (Daniel Snow) Fiat X19 LP HP Intake Manifold

Thank you for your letter. The consideration of manifold porting or the use of an alternate non-USDM stock intake manifold for the limited-prep Fiat X1/9's in HP was already considered and responded to via Letter #31602 in the January Fastrack. These cars also received a weight reduction via Letter #31653 in the January Fastrack, and the results of that need to be seen.

Prod General

1. #32009 (Mike Ogren) Please Measure Valve Lift as Raced.

Thank you for your letter. A response was made to this consideration in the October 2021 Fastrack, via #31071, and there has been no additional reasoning to reconsider.

2. #32068 (David Gran) Allow Hoosier DOT Tires for IT Cars

Thank you for your letter. Please see response to Letter #32064 in the current Fastrack.

3. #32119 (Andrew Benagh) Request to Change the IT Car Rules

Thank you for your letter. Please see response to Letter #32064 in the current Fastrack.

4. #32204 (Bill Lamkin) Global MX5 Cup Car Ignores Production Class Philosophy.

Thank you for your letter. Please see response to Letter #32218 in the current Fastrack.

STU

1. #31649 (Eric Heinrich) Request to Adjust Weight Adders for Large Displacement NA Engines

Thank you for your letter. Please see letter # 31449 in current Fastrack.

2. #31664 (Eric Heinrich) Letter #31449 NA Engine Weight Breaks

Thank you for your letter. Please see letter # 31449 in current Fastrack.

3. #31670 (James Slechta) Weight Reduction for NA Cars

Thank you for your letter. Please see letter # 31449 in current Fastrack.

4. #31671 (Jeronimo Esteve) Reconsider Weight Break for Single Throttle Body Cars.

Thank you for your letter. Please see letter # 31449 in current Fastrack.

5. #31673 (Jose Osiris Pena) 10% Weight Reduction Letter

Thank you for your letter. Please see letter # 31449 in current Fastrack.

6. #31696 (Ron Olsen) 31449 single TB weight modifiers

Thank you for your letter. Please see letter # 31449 in current Fastrack.

7. #31699 (James Slechta) Weight Reduction Request for Dual Throttle Body Cars

Thank you for your letter. Please see letter # 31449 in current Fastrack.

8. #31976 (Christopher Childs) STU 9.1.4.H Chart Weights Adjustments

Thank you for your letter. Please see letter # 31449 in current Fastrack.

What Do You Think

None.

RESUMES

1. #28506 (Kent Carter) Request to be on the Advisory Committee

Kent Carter has been added to B-Spec Committee.

2. #31151 (Todd Parrott) Resume Submission to B- Spec Advisory Board

Todd Parrott has been added to B-Spec Committee.

3. #31475 (Geoffrey Youngdahl) Tossing My Hat Into the Ring

Geoffrey Youngdahl has been added to the IT Advisory Committee.

4. #31537 (David Gran) Submitting Resume

David Gran has been added to the IT Advisory Committee.

5. #31932 (Matt Wolfe) Resume for B Spec Committee

Matt Wolfe has been added to BSAC.

6. #32207 (Club Racing Board) David Locke added to CRB

David Locke has been added to Club Racing Board.

DATE: February 20, 2021

NUMBER: TB 22-03

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 3/1/2022. 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. #31351 (Frank Schwartz) Request spring attachment

In B-Spec, GCR Section 9.1.10.E.36., change as follows:

"Suspension: competitors may use the OEM suspension, any part of the manufacturer upgraded suspension kit or any B14 Bilstein shock or strut with no modifications except as required for mounting. Any part required to adapt the B14's to the car must be submitted for approval by the CRB and added to the individual spec line. Any spring up to a maximum spring rate of 500 pounds may be used. *Spring are allowed to be strapped or zip tied to the body. The purpose of the strap should be to keep the spring in place when the axle goes into rebound. The strap can serve no other function.* ~~Competitors must use the OEM bump stops or the bump stops provided in the manufacturer's kit.~~ Adjustable sway bar end links may be used on all cars. Front sway bars may be disconnected and removed."

2. #31393 (Brandon Vivian) Limit Rear Camber to 1.75 Degrees Section 9.1.10.E.35

In B-Spec, GCR Section 9.1.10.E.35., add the following:

"Modifications to the top of the strut tower may be made to allow for camber adjustment only. *Modifications to the existing holes must only be moved straight inboard even if the existing slots would translate the top of the strut rearward.* On other forms of suspension, camber adjustment may be achieved by the use of shims and/or eccentric bolts (crash bolts)."

5. #32060 (B-Spec Committee) Letter 31442 Part# Correction

In B-Spec Spec Lines, Mazda2 (10-14), change Notes as follows:

"Allow Mazda undertray part number ~~277344~~ *DO8C-56-110A, DO8C-56-311, DO7A-56-321.*"

Electric Vehicle

None.

Formula/Sports Racing

F5

1. #32194 (Formula/Sports Racing Committee) E&O class name

In F500, GCR section 9.1.1.D.19, change as follows:

"All F500 cars competing in Majors Races and the Runoffs must have the AIM part #X47KPF502R0 data box mount installed on the vehicle to provide the necessary mounting of the AIM Solo or Solo 2 data box."

FA

1. #31934 (Matthew Gendron) Closing the Gap

In FA Table 2, Pro Formula Mazda spec line, change the notes as follows:

~~"Porting not permitted."~~ *Street port or bridge port allowed."*

FV

1. #32160 (Mark Richardson) Connecting Rod Update Request for 9.1.1.C Formula Vee (FV) 5.C.6

In FV, GCR section 9.1.1.C.5.C.6, change as follows:

"Crower part #SP93280B and, Brian Crower, Inc. part #BC6417, and Newland Group part #4M113077 are allowed as direct replacement connecting rods but must meet the same minimum weight requirement as the OEM part."

2. #32183 (Formula/Sports Racing Committee) E&O clarification of connecting rod center-to-center length

In FV, GCR section 9.1.1.C.5.C.6, add the following:

"Connecting rods with bolts and small end bushing minimum weight = 425.0 grams, and center-to-center rod length = 130 + 0.10 millimeters or -0.25 millimeters. Crower part #SP93280B, Brian Crower, Inc. part #BC6417, and Newland Group part #4M113077 are allowed as direct replacement connecting rods but must meet the same minimum weight and center-to-center rod length requirements as the OEM part."

P2

1. #32147 (Formula/Sports Racing Committee) Add spec line for Beasley B2

In P2 Table 1, add a spec line as follows:

P2 Table 1 (Spec Line Cars)					
Marque	Wheelbase inches max/ Track Max inches	Weight Displacement	Engine	Restrictor	Notes
Beasley B2	TBD	1350	P2 Engine Table H Mazda 12A	40.5mm Venturi	Must meet all P2 requirements except the following: Wing up to 16.5in chord of single or dual element with unrestricted end plate.
			P2 Engine Table I Mazda 12A	40.5mm Venturi	

2. #32148 (Formula/Sports Racing Committee) E&O Table 1 spec line wing terminology

In P2 Table 1, AMAC, Asteck, Cheetah, Decker, Fox, LeGrand, Converted F5 spec line, change the notes as follows:

"Wings up to 16.5in ~~cord~~ chord of single or dual element;"

In P2 Table 1, AMAC-AM5, Fox-2-Seater, Zephyrus, Decker 1/2 spec line, change the notes as follows:

"Wings up to 16.5in ~~cord~~ chord of single or dual element;"

In P2 Table 1, Bobsy spec line, change the notes as follows:

"Wings up to 16.5in ~~cord~~ chord of single or dual element-only;"

In P2 Table 1, Jondal spec line, change the notes as follows:

"Wings up to 16.5in ~~cord~~ chord of single or dual element-only;"

3. #32196 (Formula/Sports Racing Committee) E&O class name

In P2 Table 1, AMAC, Asteck, Cheetah, Decker, Fox, LeGrand, Converted F5 cars spec line, change the marque as follows:

"AMAC, Asteck, Cheetah, Decker, Fox, LeGrand, Converted F500 cars see notes"

In P2 Table 1, AMAC, Asteck, Cheetah, Decker, Fox, LeGrand, Converted F5 cars spec line, change the notes as follows:

"Converted F500 cars must retain suspension compliant with F500 requirements and meet all P2 non-spec line requirements except minimum width is 55 inches."

GCR

GCR

1. #32050 (GCR Committee) Racing Room Guidelines Update

In GCR, replace APPENDIX P. RACING ROOM & PASSING GUIDELINES in its entirety as follows:

SEE ATTACHED PDF

General

None.

Grand Touring

GT1

1. #31883 (THOMAS HERB) Mercedes Benz AMG GT3 in GT1

In GT1 Cars - Mercedes Benz, classify Mercedes Benz AMG GT3 as follows:

GT1 Cars – MERCEDES BENZ

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Mercedes Benz AMG GT3	2016-2019	2 Door Coupe	RWD	N/A	3050 lbs. 6208cc DOHC V8 40.mm (x2) restrictor(s) Car must be prepared per its FIA GT3 homologation except as specified differently within the GT1 class rules.

2. #32205 (Club Racing Board) Wheel Widths

In GT1, GCR section 9.1.2.D.7.a., change as follows and renumber:

~~"1. Wheels shall be made of steel, aluminum, magnesium, or a combination thereof. Multi-piece wheels shall utilize mechanical fasteners (bolts, rivets, etc.) for assembly.~~

~~2. Wheels may be thirteen (13), fourteen (14), fifteen (15), sixteen (16), seventeen (17), or eighteen (18) inches in diameter, but all four (4) wheels shall be of the same diameter. Use of eighteen (18) inches wheels must add 50 lb. weight penalty.~~

~~3.1. Wheels shall have a maximum width of twelve (12) inches in the front and thirteen (13) inches in the rear. 18" tires shall have thirteen (13) MAX inches in the front and fourteen (14) MAX inches in the rear."~~

GT2

1. #31597 (Richard Gray) Request to Classify Ginetta G40 in GT2

In GT2 Cars - Ginetta, classify Ginetta G40 as follows:

GT2 Cars - GINETTA

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
<i>Ginetta G40</i>	<i>2002-Present</i>	<i>2-Door Coupe</i>	<i>RWD</i>	<i>88.6"</i>	<i>Must comply all GT2 rules except as noted on spec line. May use FIA roll cage. Must have complete build specs in possession at all race events.</i>

In GT2-Engines - Ginetta, classify Ginetta/Mazda MZR/L5-VE as follows:

GT2 Engines - GINETTA

Engine Family	Bore x Stroke (mm)	Disp. (CC)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
<i>Ginetta/Mazda MZR/L5-VE</i>	<i>89.0mm X 100.0mm</i> <i>Alternate Crank</i> <i>89mm X 94mm</i>	<i>2488cc</i> <i>2399cc</i>	<i>Cross Flow</i>	<i>4V 4</i>	<i>Unrestricted</i>	<i>1950 + 49 lbs for IRS. + 25lbs. for sequential.</i>	<i>With or without alternate crank. 5 or 6 speed</i>

2. #31737 (Dominic Starkweather) 2021 Supra GR GT4

In GT2-ST, classify Toyota Supra GT4 as follows:

GT2-ST	Maximum Displacement	Minimum Weight	Restrictor	Notes
<i>Toyota Supra GT4</i>	<i>3000L</i>	<i>3000</i>	<i>Per factory Spec.</i>	<i>Must have GT4 rules in possession at all race events.</i>

3. #31900 (Alex McBain) Proposed Technical Bulletin

In GT2/ST Spec Lines, Porsche 944/924, change Notes as follows:

"May use ~~Jayco super 50~~ *ERC 76/70* Turbo."

1. #31598 (Richard Gray) Request to Classify Ginetta G40 in GT3

In GT3 Cars - Ginetta, classify Ginetta G40 as follows:

GT3 Cars - GINETTA

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
<i>Ginetta G40</i>	<i>2010-Present</i>	<i>2 Door Coupe</i>	<i>RWD</i>	<i>88.6</i>	<i>Must comply with all GT3 rules except as noted on spec line. May use FIA roll cage. Must have complete build specs in possession at all race events.</i>

In GT3 Engines - Ginetta (Ford/Mazda), as follows:

GT3 Engines – GINETTA (Ford/Mazda)

Engine Family	Bore x Stroke (mm)	Disp. (CC)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
<i>Ginetta/Mazda MZR</i>	<i>87.38 x 83.06</i>	<i>1999cc</i>	<i>Crossflow</i>	<i>4V 4</i>	<i>32mm SIR</i>	<i>2060 + 52 lbs for IRS. + 26 lbs. for sequential.</i>	<i>May run unrestricted at 2195 lbs 5 Speed only</i>
<i>Ginetta/Ford Duratec or Mazda MZR</i>	<i>87.5 x 94.0</i>	<i>2260cc</i>	<i>Crossflow</i>	<i>4V 4</i>	<i>32mm SIR</i>	<i>2195 = 55 lbs. for IRS. + 27 lbs. for Sequential</i>	<i>5 Speed only</i>

2. #31733 (Michael Heintzman) Normally Aspirated 2.0L DOHC MZR Motor

In GT3 Engines, classify MAZDA MZR as follows:

GT3 Engines -

Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
<i>MAZDA MZR</i>	<i>DOHC</i>	<i>87.38</i>	<i>83.06</i>	<i>1999cc</i>	<i>Crossflow</i>	<i>4</i>	<i>Unrestricted</i>	<i>2195</i>	

3. #31970 (Sam Moore) Volvo S60 in GT3

In GT3 Cars - Volvo, classify Volvo S60 as follows:

GT3 Cars - VOLVO

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
<i>Volvo S60</i>	<i>2000-2009</i>	<i>4 Door Sports Coupe</i>	<i>FWD</i>	<i>106.9</i>	

4. #32190 (Grand Touring Committee) GT3 2.0L 4V engines now unrestricted.

In GT3 Engines Spec Lines, add to Notes the following:

Acura F20C 1997cc: "*May run unrestricted at 2195 lbs.*"

Acura K20A 1998cc: "*May run unrestricted at 2195 lbs.*"

Audi 1984cc: "*May run unrestricted at 2195 lbs.*"

BMW 1895cc: "*May run unrestricted at 2195 lbs.*"

Chevrolet 1998cc: "*May run unrestricted at 2195 lbs.*"

Chrysler/Dodge/Plymouth 1997cc: "*May run unrestricted at 2195 lbs.*"

"*Ginetta 1999cc: May run unrestricted at 2195 lbs.*"

Honda F20C 1997cc: "*May run unrestricted at 2195 lbs.*"

Honda K20A 1998cc: "*May run unrestricted at 2195 lbs.*"

Mazda 1999cc: "*May run unrestricted at 2195 lbs.*"

Mitsubishi/Eagle 1997cc: "*May run unrestricted at 2195 lbs.*"

Nissan QR25DE/DD 1998cc: "*May run unrestricted at 2195 lbs.*"

Nissan SR20-DE/VE: "*May run unrestricted at 2195 lbs.*"

Saab 1985cc: "*May run unrestricted at 2195 lbs.*"

Volkswagen 1984cc: "*May run unrestricted at 2195 lbs.*"

5. #32191 (Grand Touring Committee) TB correction to wing wording

In GCR, Section 9.1.2.F.7.b.12.E., change the following:

"A single element, single plane airfoil ~~scaled-up~~ to a *maximum* chord length of 10.75 inches."

GTL

1. #31599 (Richard Gray) Request to Classify Ginetta G40 in GTL

In GT Cars - Ginetta G40 as follows:

GTL Cars - GINETTA

Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
<i>Ginetta G40</i>	<i>2002-Present</i>	<i>2-Door Coupe</i>	<i>RWD</i>	<i>88.6"</i>	<i>Must comply with all GTL rules except as noted on spec line. May use FIA roll cage. Must have complete build specs in possession at all race events.</i>

In GT Engines - Ginetta/Ford Zetec as follows:

GTL Engines - GINETTA

Engine Family	Bore x Stroke (mm)	Disp. (CC)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
<i>Ginetta/Ford Zetec</i>	<i>80.6mm X 88.0mm</i>	<i>1796cc</i>	<i>Crossflow</i>	<i>4</i>	<i>22.5 SIR</i>	<i>2050 + 51 lbs for IRS. + 26lbs. for sequential.</i>	<i>5 Speed only</i>

GT3

1. #31955 (Demetrio Bilbatua) McLaren 720s GT3

In GT3 - FIA GT3, classify McLaren as follows:

GT3 – FIA GT3

Make	Homologation	Model	Restrictor (mm)	Weight (lbs)	Notes
<i>McLaren</i>	<i>GT3-N/A</i>	<i>GT3</i>	<i>720s</i>	<i>3000 lbs.</i>	

Improved Touring

ITR

1. #31727 (Sean Benson) Request to classify 93 Talon TSI AWD

In ITR Spec Lines, classify Eagle Talon (90-94), as follows:

ITR	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Weight (lbs)	Notes:
<i>Eagle Talon (90-94)</i>	<i>4Cyl 16V Turbo</i>	<i>85mmx88mm</i>	<i>2955</i>	

Legends Car

None.

Production

1. #31635 (Chris Dercole) 1999 3.8L Ford Mustang to EP?

In EP Spec Lines, Ford Mustang (94-98), change weight as follows:

~~"2700~~2550

*~~2768~~2614

**~~2835~~2678"

In EP Spec Lines, classify Ford Mustang (99-03) as follows:

EP	Pre p. Level	Weight (lbs)	Engine Type	Bore x Stroke mm/(in.)	Displ. cc/ (ci) (nominal)	Block Mat'l	Head/P N & Mat'l	Valves IN & EX mm/ (in.)	Carb. No. & Type	Wheel-base mm/(in.)	Track (F/R) mm/(in.)
Ford Mustang (99-03)	2	2700 * 2768 ** 2835	6 cyl. OHV	96.8 x 86.1 (3.81 x 3.39)	3797 (231.7)	Iron	Alum	(I) 47.3 / (1.86) (E) 37.1 / (1.46)	Fuel injection.	2573 / (101.3)	1689 / 1697 (66.5 / 66.8)

Wheels (max)	Trans. Speeds (max)	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Fuel Injected Equipped Throttle Body Inside Diameter (mm) +/- .25mm	Notes:
17x8	5	(F) 276 (10.8) Vented Disc (R) 267 (10.5) Solid Disc		56	Comp. Ratio limited to 11.0:1, Valve lift limited to .500".

2. #32218 (Production Committee) EP MX-5 Global Cup Car

Effective 05/01/2022 In EP Spec Lines, Mazda MX-5 Global Cup (16-22), change as follows:

Weight (lbs): ~~"see notes~~2400"

Notes: "Car preparation is limited to what is permitted by the MX-5 Global Cup rules, and the car must meet all MX-5 Global Cup rules *except as otherwise indicated within this spec line. Competitors must have the current MX-5 Global Cup rules in their possession and present them upon request. Sequential gearbox is allowed with +150lbs.*"

FP

1. #32173 (Production Committee) VW Golf Jetta 2.0L intake and exhaust size correction.

In FP Spec Lines, Volkswagen Golf III / Jetta III (93-98). change Values IN & EX as follows:

"(I) ~~40.0/(1.57)~~39.5/(1.56)

(E) ~~33.0/(1.30)~~32.9/(1.30)"

2. #32213 (Production Committee) Weight Adjustment of Lotus 7

Effective 05/01/2022 In FP Spec Lines, Lotus Super Seven, change Weight as follows (91.7 ci only):

~~"1530~~1580"

Prod General

1. #32064 (Greg Amy) Improved Touring Tires

In Production, GCR Section 9.1.5.B.5, change as follows:

"Any Improved Touring car meeting all the requirements of ITCS 9.1.3 may compete in the Production class in which the same make, model and engine displacement car is classified. For Improved Touring cars competing in Production, the level of preparation and modifications will be as determined by ITCS 9.1.3 and not by PCS 9.1.5, *however any DOT approved tire as defined by 9.3.45 is allowed.*"

Spec Miata

None.

Super Production

None.

Super Touring

ST General

1. #32063 (Greg Amy) Improved Touring Tires

In STU Table B, Improved Touring Vehicles (1985-), change Notes as follows:

"Must completely conform to ITCS requirements. *Tires must conform to 9.1.4, Tires & Wheels*"

In STL Table B, ITA-spec and ITS-spec RX7, change Notes as follows:

"Must completely conform to ITCS requirements. *Tires must conform to 9.1.4, Tires & Wheels*"

In STL Table B, ITS, ITA, ITB, or ITC vehicles (1985-), change Notes as follows:

"Must completely conform to ITCS requirements. *Tires must conform to 9.1.4, Tires & Wheels*"

STU

1. #31449 (John Weisberg) Single TB Weight Modifiers

Effective 5.1.2022 In STU, GCR Section 9.1.4.H.1., change as follows:

"1. Minimum weights for cars with normally aspirated piston engines will be determined by ~~1.1 lbs/cc displacement for the installed engine (see following table)~~ **the following table**. Displacement is the stock displacement for the installed engine. For the purpose of weight assignment, engine displacement will be rounded to the nearest 50cc (e.g., 2176cc = 2200cc and 2175cc = 2150cc)."

Factory Engine Displacement (cc)	Minimum Weight (lbs)
1600	1760
1650	1815
1700	1870
1750	1925
1800	1980
1850	2035
1900	2090
1950	2145
2000	2200
2050	2255
2100	2310
2150	2365 2360
2200	2420 2400
2250	2475 2440
2300	2530 2480
2350	2585 2520
2400	2640 2560
2640	2695 2595
2500	2750 2635
2550	2805 2675
2600	2860 2715
2650	2915 2750
2700	2970 2790
2750	3025 2825
2800	3080 2860
2850	3135 2895
2900	3190 2930
2950	3245 2960
3000	3300 2990
3050	3355 3025
3100	3410 3070
3150	3465 3110
3200	3520 3150

Effective 5.1.2022 In STU, GCR Section 9.1.4.H.2., remove the following:

~~"3. Normally aspirated engines with stock displacement of 2551cc-2975cc that breathe through a single throttle body may reduce base engine weight 5%."~~

Effective 5.1.2022 In STU, GCR Section 9.1.4.H.3., remove the following and renumber:

"4. Normally aspirated engines with stock displacement 2976cc-3200cc that breathe through a single throttle body may reduce base engine weight 10%."

Effective 5.1.2022 In STU, GCR Section 9.1.4.H.10., change as follows:

~~"8. All weight adjustments for engines shall be applied first, then that total is to be used as the baseline for any chassis-related weight adjustments."~~ *The minimum weight is determined by the installed engine displacement. It is to be used as the base weight for any chassis related adjustments.* Chassis related adjustment that are percentage based are performed by adding specified percent first and subtracting specified percentage second if necessary. Final step is addition or subtraction of specified weight in pounds."

Effective 5.1.2022 In STL, GCR Section 9.1.4.2.H.4., change as follows:

~~"All weight adjustments for engines shall be applied first, then that total is to be used as the baseline for any chassis-related weight adjustments."~~ *The minimum weight is determined by the installed engine displacement. It is to be used as the base weight for any chassis related adjustments.* Chassis related adjustment that are percentage based are performed by adding specified percent first and subtracting specified percentage second if necessary. Final step is addition or subtraction of specified weight in pounds."

2. #31465 (Chip Herr) Request to Remove A4 1.8t from STU Spec Line Tables

In STU Spec Lines, Table B, Audi A4 Turbo, change as follows:

Model: "Audi-A4/*VW 1.8* Turbo"

Minimum Weight: "~~Chart~~3050"

Notes: "~~K04 turbocharger permitted. IHI VF30 turbo with 35mm turbo inlet restrictor permitted.~~*required.*"

In STU Spec Lines, Table B, Porsche 944 Max Disp. 1800, change as follows:

Minimum Weight: "~~Chart~~3050"

Notes: "VW/Audi 1.8L *35mm* turbo engine permitted~~inlet restrictor required.~~"

Touring

T1

1. #30791 (Clark Nunes) Weight reduction E&O

In T1 Spec Lines, Cadillac CTS/CTS-V Chevrolet Camaro Pontiac Firebird Pontiac GTO 6162 Displ. GM LS3, change Min. Weight as follows:

~~"3500"~~*3475"*

2. #31521 (MITCHELL BENDER) Performance Adjustment Request for Camaro

In T1 Spec Lines, Cadillac CTS/CTS-V Chevrolet Camaro Pontiac Firebird Pontiac GTO, 7011 Max. Displ., change weight as follows:

~~"3550"~~*3500"*

3. #31954 (Andrew Aquilante) Remove 33m Brake rotor thickness rule

In GCR. Section 9.1.9.1.O.11, change as follows:

"Rotors- 1 or 2 piece ferrous rotors that do not exceed 355mm in diameter ~~or 33mm in thickness~~ are permitted. Maximum brake rotor diameter of 380mm is permitted at a 100 pound penalty."

T2

1. #31995 (Brian LaCroix) C6 Restrictor Help

In T2 Spec Lines, Chevrolet Corvette C6 Coupe / Grand Sport (05-13), change Notes as follows:

"LS2: 56**58**mm"

T2-T4

1. #31935 (Andrew Aquilante) Reply to letter #31486/29879 T2-T4 Grill openings

In T2-T4, GCR Section 9.1.9.2.D.8.a.8., change as follows:

"For the sole purpose of engine radiator cooling, 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 dedicated brake-only or intercooler-only grill openings. ~~Note - It is the competitor's responsibility to be able to verify that 16 or fewer square inches have been removed.~~"

T4

1. #32022 (Touring Committee) BRZ vs BRZ TS

In T3 Spec Lines, Subaru BRZ TS (13-21), change car as follows:

"Subaru BRZ, **BRZ** TS (13-21)"

Appendix P. Racing Room & Passing Guidelines

Revised January 2022

The Club Road Racing Program sincerely thanks Randy Pobst and Terry Earwood for developing these guidelines defining racing room and passing etiquette. Randy Pobst is a SCCA Hall of Fame member, a National Road Racing and Solo Champion, professional driver champion, and a very experienced driver's coach. Terry Earwood is a legendary Skip Barber driver instructor, professional driver champion, professional driver's coach, and is the current Driver Orientation Manager for the Trans Am Series.

The guidelines were created by Randy and Terry based on decades of racing experience and driver coaching. The guidelines represent what the Club Road Racing Program's intent is for General Competition Rules Section 6.11., Rules of the Road.

1. Racing Room & Passing Guidelines

Safe, successful passing is based on what drivers can see. An overtaking car bears the largest percentage of responsibly for passing safely.

2. Peripheral Vision

The overtaking car (the car attempting a pass) must get into the peripheral vision of the lead car (the car being passed) in the brake zone before the lead car turns for the corner. Once the lead car turns for the corner, it can no longer see the trailing car, because the lead car's mirrors now point outside, and the lead car is looking toward the apex.

Figure 1

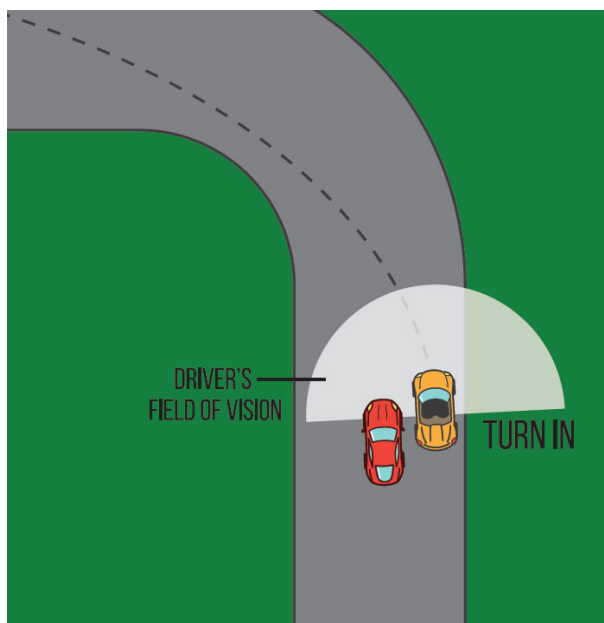


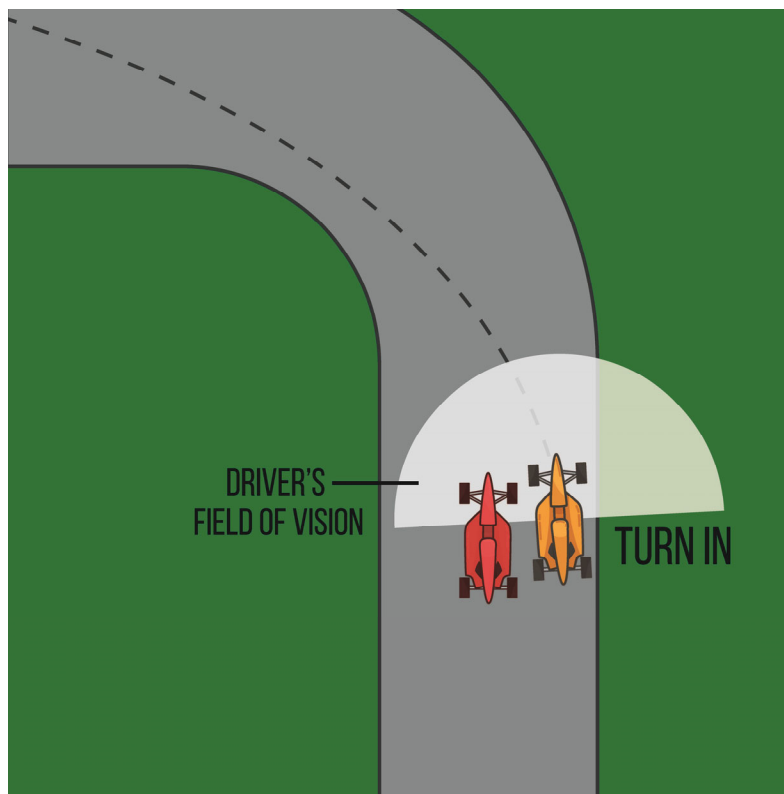
Figure 1 shows that the overtaking car has gotten up to the A pillar and into the peripheral view of the lead car before turn in. The overtaking car now has taken the line away and earned the right to racing room on the inside.

To earn the corner, the overtaking car must have its front end up to at least the A pillar post, or windshield, with the car under control, *before* the lead car turns into the corner. The goal is for the overtaking car to present itself, to arrive in the peripheral vision of the lead car, *before* it turns in.

Open Wheel and Sports Racer Overlap

An overtaking open-wheel car or sports racer should have its **leading edge of the front tire** up to at least the lead car's **trailing edge of the front tire** (within the **leading car** peripheral vision) before the lead car begins its turn in (Figure 2). The bodywork configuration of many new formula and sports racer prototypes almost encapsulate the driver from view by other drivers. That is why it is important to get the overtaking car that far up into the lead car's peripheral vision.

Figure 2



3. The Blind Spot

Figure 3

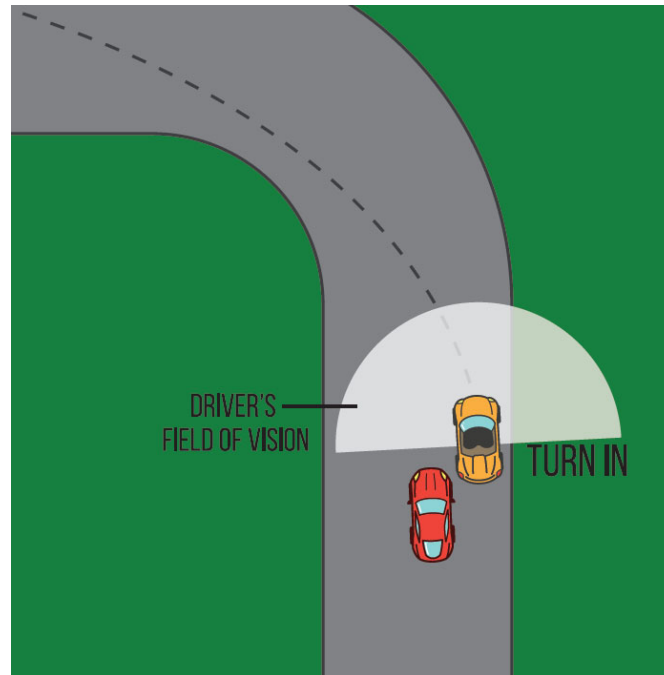


Figure 3 shows at the lead car's turn in point the overtaking car has yet to get even with the A pillar and into the peripheral vision of the lead car. The overtaking car is in a blind spot. Do not pass unless the lead car is much slower and gives racing room.

4. Racing Room

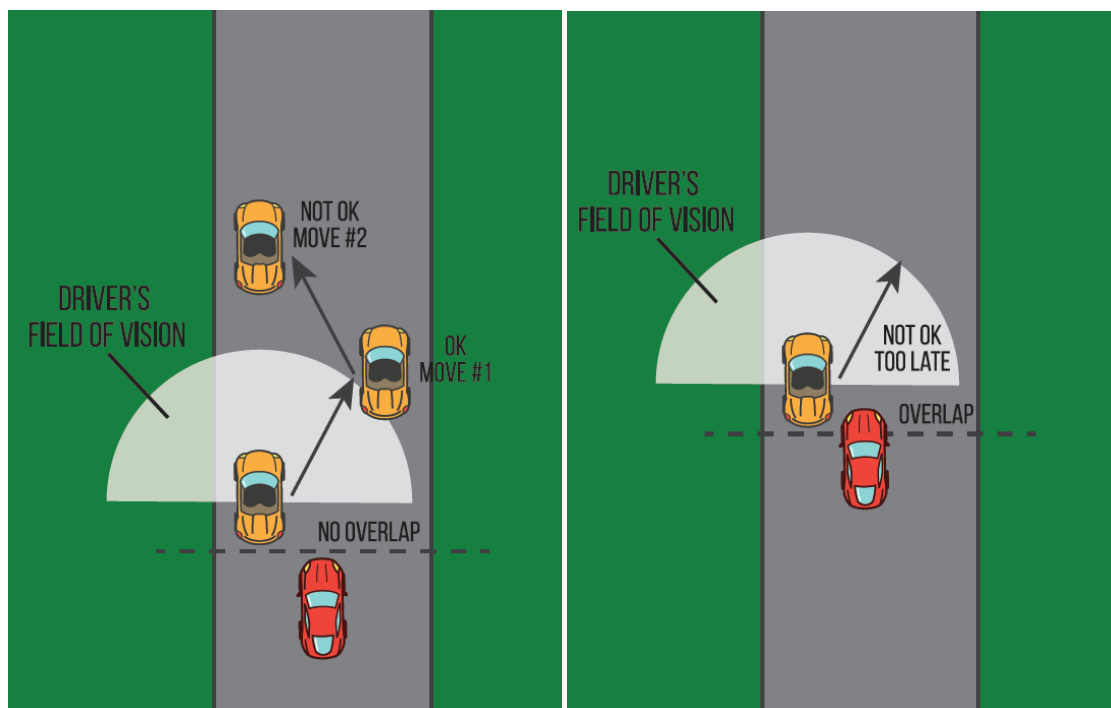
Should the lead car decide to 'go with him', side-by-side, then both cars must allow each other *racing room*, at least a car width plus six inches or so, to the edges of the racing surface. In both cases, the trailing car must be in the lead car's peripheral vision to safely hold position. If not in vision, then the trailing car must back off and follow, because the lead car cannot see it.

The biggest mistake, and a common cause of contact, is the overtaking car taking a shortcut to the apex, from that blind spot (Turn One at Road Atlanta is classic). Pull parallel to the lead car, and as close as safely possible so that he KNOWS you are there. Sometimes, the lead car may turn in early; therefore, the overtaking car must be under enough control to avoid contact.

5. Passing on Straights

On straights, the lead car is allowed “one safe move” (Figure 4). It can choose a side, but cannot move back, and cannot move over in reaction to an overtaking car if late enough to invite contact. It must leave a car’s width (plus 6 inches) of racing room if the overtaking car has already committed in that direction and has achieved an overlap next to the leader. No weaving to break the draft or to block; that is more than one move. On straights, as opposed to corner entry, it is possible for the lead car to look into its mirrors and see the overtaking car, so if the overtaking car gets even a small overlap next to the lead car, the lead car must give the overtaking car room to race, and can no longer move across the track.

Figure 4

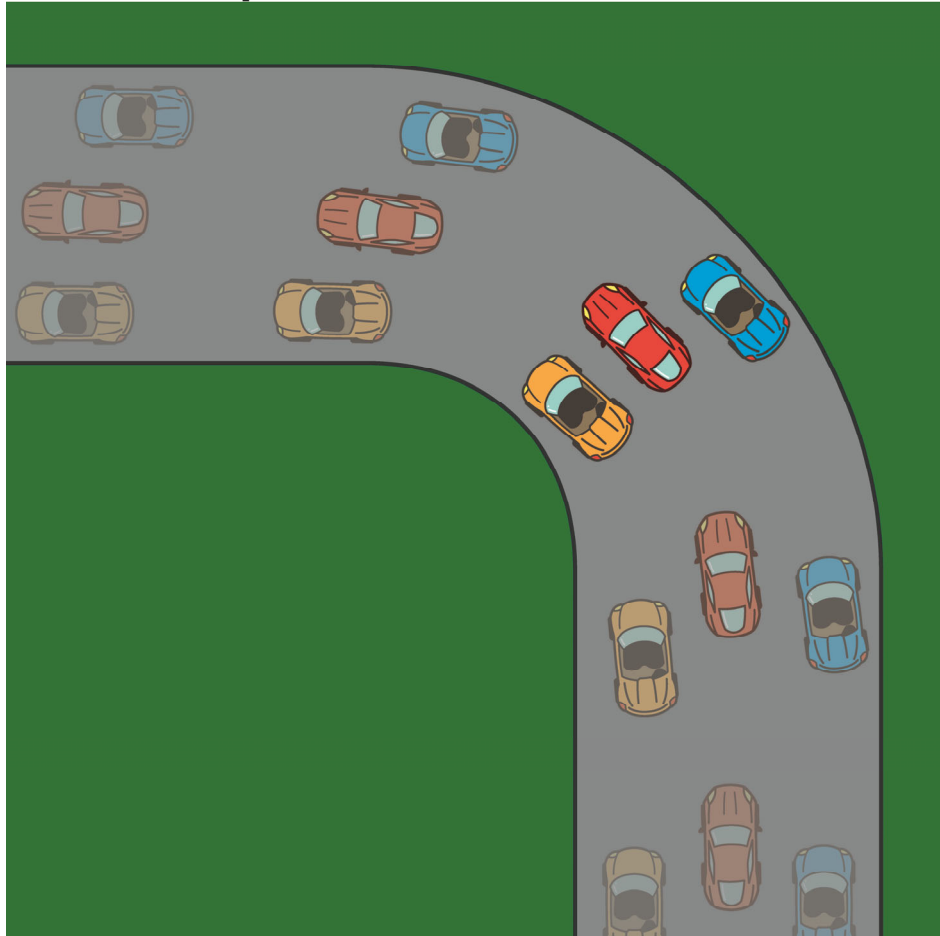


When being passed, hold your line. This means be predictable, and do not change your line to pull out of the way. ‘Hold your line’ does not mean take the line for the apex and turn in front when a much faster car is approaching. Be aware of faster traffic and leave a lane of racing room for them.

6. Overlap on Straights at Turn In

If there is continuous overlap (Figure 5) next to the lead car when the turn in point is reached, the lead car must give the trailing car room to race. The lead car can no longer move completely down to the apex. It is not ok to cut across to the apex and likely into the trailing car's nose. The car was there all the way down the straight and it is not going to suddenly disappear. There now is shared responsibility to avoid contact between the cars.

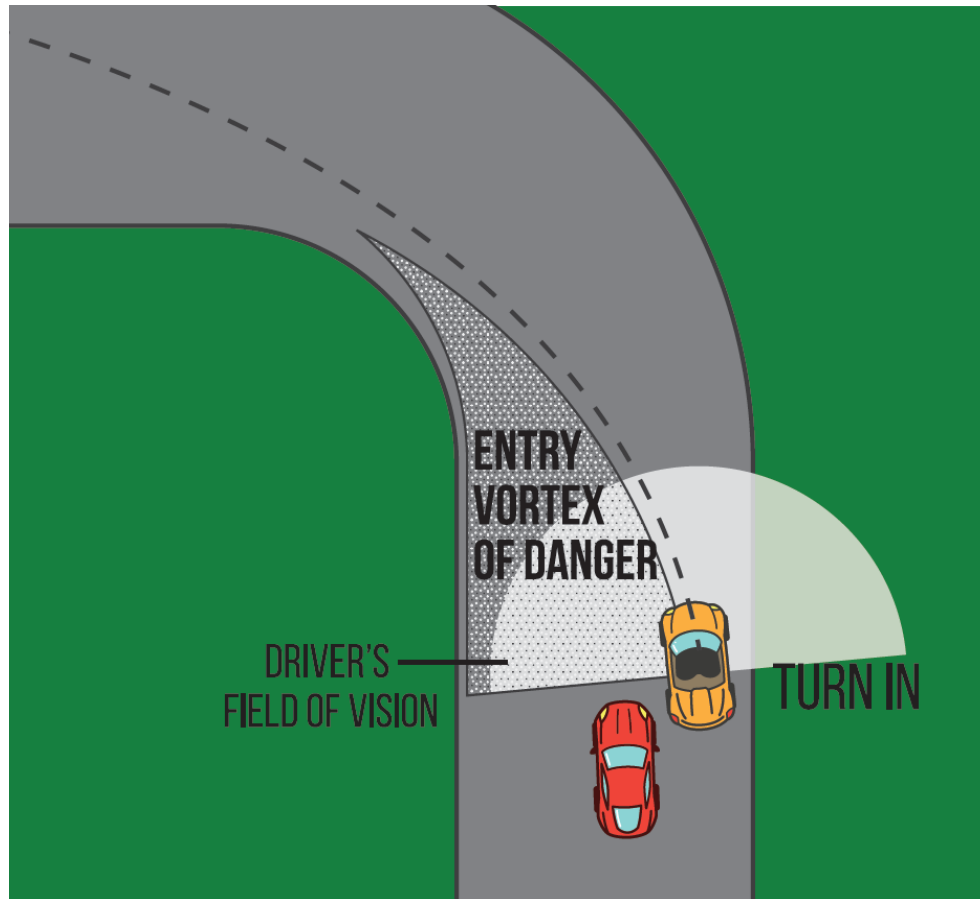
Figure 5



7. The Vortex of Danger

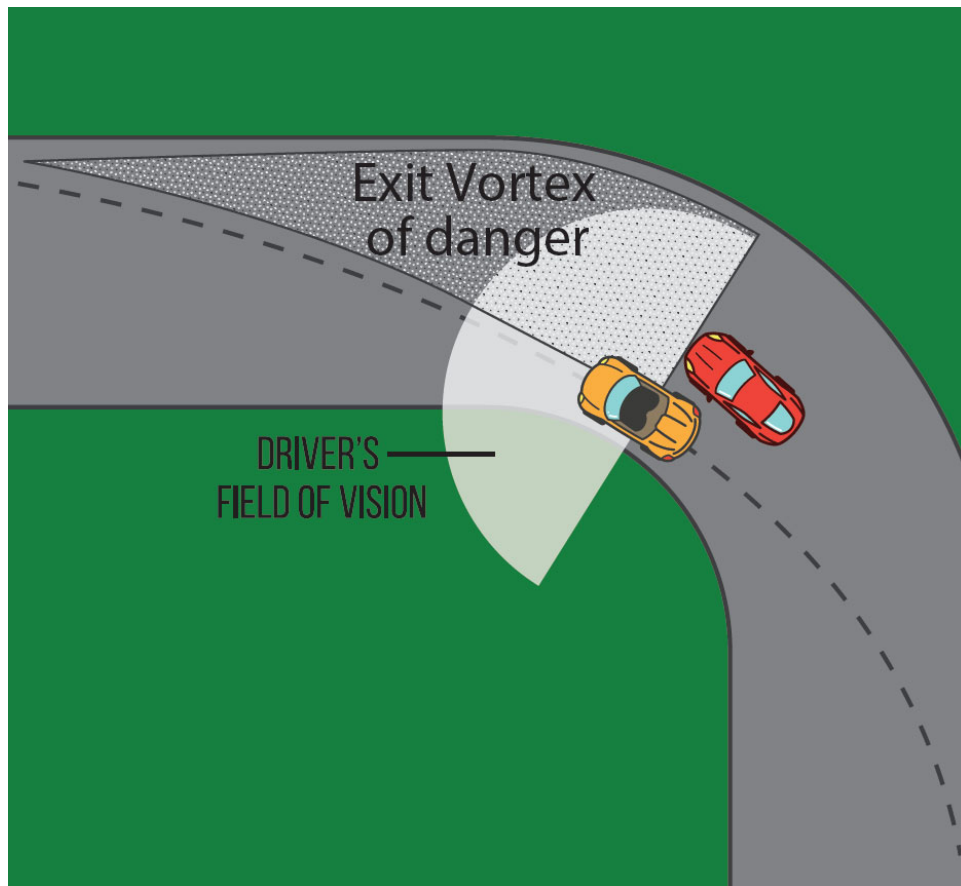
The Entry Vortex of Danger (Figure 6) is a triangle inscribed by the turn-in point of the lead car, the apex, and the inside edge of the road. **Trailing car, do not take a short cut to the apex. If you do, chances are the lead car does not see you.** When overtaking, keep out of the Vortex of Danger. It is too late to pass. The hole you see is closing rapidly, you are in a blind spot, there will likely be contact, and it will be your fault.

Figure 6



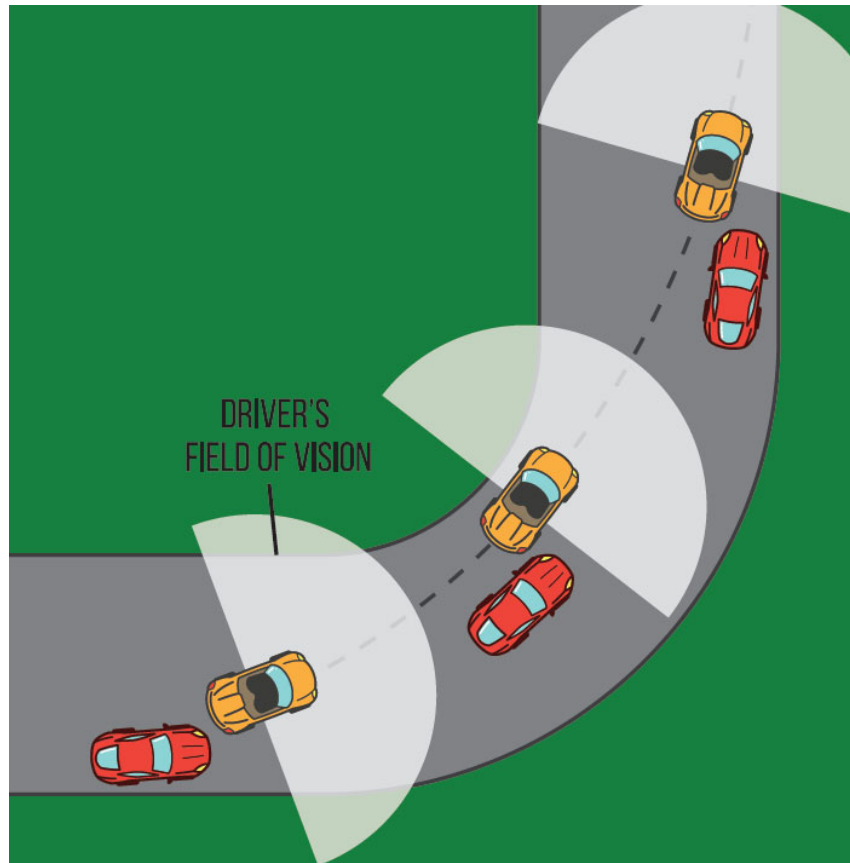
The Exit Vortex of Danger (Figure 7) is a triangle inscribed by the apex, the track-out point of the lead car, and the outside edge of the road. When attempting a pass on the outside, be aware of the Exit Vortex of Danger, and back out of it if not in the lead car's vision. It is too late to safely pass. The hole you see on the outside is closing rapidly, you are in a blind spot, there will likely be contact, and it will be your fault.

Figure 7



8. The Outside Pass

Figure 8



On this outside pass attempt (Figure 8), the overtaking outside car never presents itself into the vision of the lead car and cannot expect it to make room for a car it cannot see at the exit of the turn. So, the outside trailing car must back off to leave racing room for the inside lead car that cannot see it and avoid the Exit Vortex of Danger. In this situation, if the outside car makes contact or runs off the road, it is most likely their fault.

Turn 5 at Road America is a prime example of where a lead car may protect his line by not using all the track on the right. The overtaking car, in this example, needs to clearly 'present himself' in the braking zone before turn in, because the lead car is looking into the corner, not at his right mirror, and in all probability will not leave racing room at the exit. Outside passing works well when both drivers have excellent spatial awareness but is a very low percentage move in most cases.

Safe, successful passing depends on what a driver can see. Do not hit what you can see!

Fastrack **news**

official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

CLUB RACING BOARD MINUTES | March 1, 2022

The Club Racing Board met by teleconference on March 1, 2022. Participating were John LaRue, Chairman; David Arken, David Locke, Jim Goughary, Peter Keane, Sam Henry, Tom Start and Shelly Pritchett, secretary. Also participating were: Chris Albin, Clay Turner, Dayle Frame and Peter Jankovskis, BoD liaisons; Eric Prill, Chief Operations Officer, Deanna Flanagan, Director of Road Racing, Rick Harris, Club Racing Technical Manager and Scott Schmidt, Series Tech Chief. The following decisions were made:

Member Advisory

SM

1. #31956 (Spec Miata Committee) Ralph Provitz

SMAC would like to thank Ralph Provitz for his years of service and commitment to the SMAC Committee and racers.

Ralph has been a key part of the SMAC for many years and has countless hours of personal time invested to help make Spec Miata one of the best classes in SCCA racing. When you see Ralph, please thank him for his service.

T4

1. #32192 (Griffin Gamcsik-Uly) Request Cleaning Up T3 + T4 Makes/Models Not Seen

The Touring Committee recognizes that there are many spec lines in the Touring categories that have gone unused. We would like to delete unused spec lines but we do not want to accidentally miss anyone that is outside of our radar. In the coming months, we will put a comment in the "notes" section of suspected unused spec lines. The note will state that this spec line is scheduled "To be removed as of 1/2023- Please comment". If you or someone you know is occasionally using the spec line, submit a letter and we will not remove it. Please submit corrections prior to 12/1/2022.

Please note- Only suspected unused spec lines apply.

No Action Required

P1

1. #32340 (Jeff Shafer) Data monitoring in P1

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

2. #32360 (Chip Romer) Newest Generation 1L Motorcycle Engine

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

GCR

1. #31458 (Eric Prill) Restart Procedures

Thank you for your letter. Please see response to letter # 32210 in current Fastrack.

2. #32211 (Steve Pence) Restart Procedure

Thank you for your letter. Please see response to letter # 32210 in current Fastrack.

3. #32248 (James Rogerson) Following Safety Car/Pace Car

Thank you for your letter. Please see response to letter # 32176 in current Fastrack.

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General

1. #31839 (Harley Kaplan) Rules Stability

Thank you for your letter, there is a common misconception that BoP adjustments are rule changes and after speaking with you that difference should now be understood. Rules changes generally only occur at the beginning of the year while BoP changes are made post Runoffs. Your issue seems to be with BoP changes.

The BoP process involves making changes primarily based on data collected using the AiM Solo; changes are made post Runoffs through the end of June. If you would like to learn more about the BoP process, please log into your profile on SCCA.com and look for the presentation from the 2022 convention which explains the BoP process in detail.

2. #32015 (Paul Anderson) Volunteering to Participate on a Club Racing Board.

Thank you, Paul, for your interest. There are currently no openings on the Club Racing Board. We would recommend that you join one of our Advisory Committees.

3. #32244 (Eric Yagel) BSAC Members

Thank you for your letter.

T1

1. #32327 (Matthew Davis) GM T1 Suspension Kit Discontinued

Thank you for your letter. Please reference the 10 bullet points written in the introduction of the T1 rules- Bullet # "4. Use any spring and/or sway bar rate, configuration must remain OE. Ferrous springs and sway bars only."

T2

1. #31960 (Scotty B White) ONLY BOP is the 6th Place Car

Thank you for your letter. It was never our intention to slow the car. We liked seeing the Viper run in T2. The problem is that your Viper was consistently over 150 mph, while the rest of the field was consistently trapping near 144 mph. Our Post Runoffs adjustments also included a weight reduction, which we thought would assist in tire preservation.

Based on the data reviewed from Sebring, it appears that the adjustments bring the Viper more in-line with the class's trap speeds and lap times. We will continue to watch the car.

T2-T4

1. #32084 (Tim Myers) Feedback letter #31067 Allow the Use of Aftermarket EC - vote NO

Thank you for your letter. Please see letter # 31067 in current Fastrack.

2. #32094 (Raymond Blethen) Oppose ECU Rule Change Proposals

Thank you for your letter. Please see letter # 31067 in current Fastrack.

Not Recommended

FA

1. #32337 (Jeff Shafer) Swift 016 restrictor

Thank you for your letter. The Club Racing Board does not recommend this change. Please see the responses to letters #31952, #32002, and #32093 in the March 2022 Fastrack.

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2. #32362 (Chip Romer) Request BoP Swift 016

Thank you for your letter. The Club Racing Board does not recommend this change. Please see the responses to letters #31952, #32002, and #32093 in the March 2022 Fastrack.

GCR

1. #31796 (Mike Ogren) Idle Air Bypass Motor Oversight

Thank you for your letter. You are correct that there are cars where all air does not enter the engine through the carburetor or throttle body, in classes/categories where this is an issue it will be referenced in the specific rule set and not through a global rule.

2. #32163 (SCCA Staff) Interpreting and Applying the GCR

Thank you for your letter. There are classes in the GCR that this addition would create conflicts in as their rule set is restrictive in philosophy and not permissive. In other words: unless it says you can't, then you can.

3. #32210 (Steve Pence) Start Procedure

Thank you for your letter. Since the Runoffs is a once a year stand-alone event, this change would be better addressed in the Runoffs Supplemental Regulations than in the GCR.

General

1. #32300 (Andrew Aquilante) Request to include dates of letters submitted in Fastrack

Mr. Aquilante, Thank you for your suggestion concerning letter submission dates. The CRB is acutely aware of the problem with "aging" letters and is working to rectify such. Recently, the SCCA Staff has begun preparing an "aging report" which helps us to monitor those letters that have gotten bogged down in the system. This problem is exacerbated by the fact that on many of our Advisory Committees we simply lack in the number of qualified volunteers. Touring is one of those committees that is short-staffed. And while if these were paid positions, we could certainly be more demanding, in the end they are not, and we can't. The answer to this problem is for more qualified people to volunteer for the advisory committees. In this regard we would ask that you encourage your friends and competitors to consider this opportunity to help our organization. They may submit their resume and letter of interest to crbscca.com.

EP

1. #32189 (Michael Cooke) Performance adjustment 1986 - 1991 Mazda RX7

Thank you for your letter. With other adjustments that have been recently made in EP to other front running classifications, an additional change with the RX7's is not recommended at this time. The overall competition balance of the class will continue to be monitored as this racing season continues.

2. #32291 (Danny Bradshaw) Convertible factory designed cars

Thank you for your letter. The practice of removing the front windshield frame-work from convertible cars has been a long-standing allowance in Prod, and there is no desire or need to deviate from that. If a competitor decides to retain that structure, and even add a hardtop if they want, that is also allowed. Specific roll-cage construction rules exist for either configuration.

3. #32325 (James Rogerson) Z3 engines

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Thank you for your letter. The allowed alternate head is only permitted with the allowed alternate block, as an entire originally mated together engine assembly. The purpose is not to allow mixing and matching of heads and blocks between the iron block engine and the aluminum block engine.

STL

1. #32239 (Matt Rooke) Alternate/Aftermarket Subframe

Thank you for your letter. Your request is inconsistent with class philosophy.

STU

1. #32282 (Cameron Wagner) Rule 9.1.4.F.1 - Adjust Wheel Width Min Weight

Thank you for your letter. We would like to see the effect of the new weight chart before making adjustments to the wheel width rule.

2. #32297 (Tim Pitts) Proposed weight change to Porsche 944/ Audi 1.8T spec. line

Thank you for your letter. The available data has shown the Audi/VW 1.8T is competitive as specified.

3. #32306 (Bill Damron) Clarification on OEM crankshaft interchangeability

Thank you for your letter. An alternate crankshaft must be of identical dimensions.

T4

1. #32144 (Benjamin Merwin) MX-5 Weight Penalty

Thank you for your letter. Data reports and race results show that the NC Mx5 is very competitive.

2. #32146 (Brian Price) 2016 ND MX5 Competition Adjustments.

Thank you for your letter. It is our opinion that the ND should be capable of making enough power to compete in T4. We did approve a spring package comparable to the NC MX-5. This should significantly improve the car.

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.

SM

1. #32326 (Spec Miata Committee) Dyno Request

SMAC would like to request the use of a dyno at the 2022 June Sprints and the 2022 Runoffs to further use for validation and evaluation of BOP in the class.

STU

1. #32298 (Tim Pitts) Reinstate the 33mm Restrictor in STU

In STU, GCR Section 9.1.4.1.H.6., add to chart the following:

Inlet Restrictor (mm): "33"

Minimum Weight (lbs): "2380"

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Taken Care Of

None.

What Do You Think

None.

RESUMES

1. #31957 (Spec Miata Committee) Steve Bertok

SMAC would like to announce Steve Bertok of Panic Motorsports as our newest SMAC member. Steve brings a wealth of SM experience to the table from building, maintaining and racing Spec Miata's. Steve has an area of expertise with the NB2 platform and we look forward to the knowledge Steve will bring to the SMAC.

2. #31468 (Kyle Colbey) ITAC Committee Interest

Thank you for your resume. Welcome to the Improved Touring Advisory Committee.

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DATE: March 20, 2021

NUMBER: TB 22-04

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 4/1/2022. 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. #32251 (Club Racing Board) E&O FA Transmission section

In FA, GCR section 9.1.1.A.3.d, add the following:

"Gearboxes with shafts that are transverse to the longitudinal axis of the chassis are not allowed. The ~~sole~~*only* exceptions are the gearbox final drive (crown wheel) shaft axis and final drive shafts (half shafts) *and the motorcycle gearbox permitted in Formula 1000 cars in Table 2 below.*"

2. #32363 (Club Racing Board) E&O Swift 016 2.5 liter Aero column

In FA Table 2, Swift 016 2.5 liter spec line, change as follows:

"See *2.3 liter* ~~Notes~~"

PX

1. #32416 (Club Racing Board) PX Classification Clarification After Move to GTX

Effective 3/1/2022 per RM 22-02, In 9.1.8.H PX Classification, remove currently classified cars as follows as they have all been moved to GTX:

~~1. Daytona Prototype Gen #1 (2003-2007):~~

~~2. Daytona Prototype Gen #2 (2008-2011):~~

~~3. Daytona Prototype Gen #3 (2012-2016):~~

~~4. Daytona Prototype International (2017-Present):~~

~~5. IMSA GTP (1981-1995)~~

~~6. IMSA Camel Light (1985-1993)~~

~~7. Le Mans Prototype 1 (1999-2013)~~

~~8. Le Mans Prototype 2 (1999-Present)~~

~~9. Le Mans Prototype 3 (2017-Present)~~

~~10. Le Mans Prototype Challenge (2009-2018)~~

~~11. World Sports Car (1994-1998)~~

~~12. Vehicles listed in Table 1 below~~

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Table 1					
Marque	Model	Engine	Restrictor	Min Weight (lbs)	Notes
Radical	SR8	RPE 2.7L V8	NA	1775	
Radical	SR10	Ford EcoBoost 2.3L High Output 4 cyl. Turbo	NA	1825	
Radical	RXC Spyder	Ford EcoBoost 3.5L V6 Turbo / RPE 2.7L V8	NA	2400	
Radical	RXC 600R	Ford EcoBoost 3.5L V6 Turbo	NA	2675	
Revolution	A One	Ford 3.7L V6	NA	1925	
Superlite	Aero	Sealed Katoch GM LS3 6.2L V8	NA	2180	
Superlite	SL-G	GM LS7 7.2L V8	NA	2625	Must comply with specifications found here: https://www.scca.com/pages/technical-forms-and-downloads

GCR

1. #32176 (James Rogerson) Pace/Safety Car procedures

In Racing Rules and Procedures, GCR Section 6.6.2, change as follows:

"A safety car and/or the lead car will be used to control the field and to assure expeditious restarts. All vehicles must pass any on track incident(s) well under control. *The field shall follow the Pace/Safety car as long as its emergency lights are on, even if it varies from the course.*"

2. #32373 (Club Racing Board) After Market to Aftermarket

In F500, GCR Section 9.1.1.D.15.D., change as follows:

"Stand-alone ~~after market~~ *aftermarket* ECUs are not permitted."

In P2, GCR Section 9.1.8.F.3.a., change as follows:

"As manufactured and ground by Oldsmobile or by an ~~after market~~ *aftermarket* cam manufacturer to Oldsmobile factory specifications for Vin.A (W41) or Mantapart #OP 1149."

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In P2, GCR Section 9.1.8.F.3.b., change as follows:

"As manufactured and ground by Oldsmobile or by an ~~after market~~ **aftermarket** cam manufacturer to Oldsmobile factory profile Vin. D or Mantapart #OP 1148."

General

None.

Grand Touring

GT3

1. #31677 (Tim Myers) GT3 TCR Car Feedback

In GT3 Spec Lines, GT3-TCR, change as follows:

Make/Model Audi RS3 LMS (2016-2020) SEQ:

Power Level: "~~100%~~ **90%**"

Weight: "~~3175~~ **3177**"

Notes: "Must use 200 tread wear tires. **No tire shaving permitted. Stock TCR wheels only.**"

Make/Model Audi RS3 LMS (2016-2020) DSG:

Power Level: "~~100%~~ **90%**"

Notes: "Must use 200 tread wear tires. **No tire shaving permitted. Stock TCR wheels only.**"

Make/Model Honda Civic Type R (2016-2020):

Power Level: "~~100%~~ **90%**"

Weight: "~~3200~~ **3210**"

Notes: "Must use 200 tread wear tires. **No tire shaving permitted. Stock TCR wheels only.**"

Make/Model Hyundai I30N (2016-2020):

Power Level: "~~100%~~ **90%**"

Weight: "~~3200~~ **3254**"

Notes: "Must use 200 tread wear tires. **No tire shaving permitted. Stock TCR wheels only.**"

Make/Model Volkswagen Golf GTI (2016-2020) SEQ:

Power Level: "~~100%~~ **90%**"

Weight: "~~3175~~ **3177**"

Notes: "Must use 200 tread wear tires. **No tire shaving permitted. Stock TCR wheels only.**"

Make/Model Volkswagen Golf GTI (2016-2020) DSG:

Power Level: "~~100%~~ **97.5%**"

Notes: "Must use 200 tread wear tires. **No tire shaving permitted. Stock TCR wheels only.**"

Improved Touring

None.

Legends Car

None.

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Production

1. #32170 (John Warren) Mazda RX8 with 13b Rotary

In EP Spec Lines, Mazda RX-8 (04-11) (alternate), make the following changes to Carburetor. No. & Type:

"Renesis: Fuel Injection. 13B: ϕ (1) Auto-type 2 bbl *carb* w/ 42mm choke(s) on a "dual-y" manifold, *(1) 2 bbl fuel injected throttle body w/ 42mm choke(s) on a "dual-y" manifold, or stock 13B* fuel injection."

FP

1. #32394 (Production Committee) Correct FP BMW 325e/es Displacement

In FP Spec Lines BMW 325e/es (84-87), correct the displacement as an E&O:

~~"1647~~*2693"*

HP

1. #32241 (Brian Metcalf) Classify VW New Beetle in HP.

In HP Spec Lines, classify Volkswagen New Beetle (98-05) 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.)
<i>Volkswagen New Beetle (98-05)</i>	<i>2</i>	<i>2350 * 2409 ** 2468</i>	<i>4 cyl SOHC</i>	<i>82.5 x 92.5 (3.25 x 3.63)</i>	<i>1984 (121.1)</i>	<i>Iron</i>	<i>Alum</i>	<i>(I) 39.5 / (1.56) (E) 32.9 / (1.30)</i>	<i>Fuel Injection</i>	<i>2515 / (99.0)</i>	<i>1615 / 1594 (63.6 / 62.8)</i>

Wheels (max)	Trans. Speeds (max)	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Fuel Injected Equipped Throttle Body Inside Diameter (mm) +/- .25mm	Notes:
<i>17x7</i>	<i>5</i>	<i>280 / (11.0) Disc 232 / (9.10) Disc</i>		<i>Stock Throttle Body ID</i>	<i>Comp. Ratio limited to 11.0:1. Valve lift limited to .425".</i>

Prod General

1. #32178 (Joe Camilleri) Request Idle control valve clarification

In Production, GCR Section 9.1.5.E.1.b.9, add the following:

"Stock/original idle control devices can be utilized in their original, unmodified location and condition, or completely removed and any resulting openings blocked off. *A mechanical stock/original idle control device can be replaced with an electronic stock/original type of idle control device, with the original mechanical idle ports in the throttle body blocked off.*"

In Production, GCR Section 9.1.5.E.2.b.9, add the following:

"Stock/original idle control devices can be utilized in their original, unmodified location and condition, or completely removed and any resulting openings blocked off. *A mechanical stock/original idle control device can be replaced with an electronic stock/original type of idle control device, with the original mechanical idle ports in the throttle body blocked off.*"

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Spec Miata

1. #32217 (Spec Miata Committee) Update GCR Section 9.1.7.3.A.1.

In SM, GCR Section 9.1.7.3.a.1., change as follows:

"b. All ~~2020~~ Majors competitors must run the new *authorized* Penske shock and mount.

c. Regional competitors are not required to run the new Penske shock and mount until AT LEAST 2021, and may not be required to switch. This will be evaluated each year."

Super Production

None.

Super Touring

STU

1. #31535 (Griffin Gamcsik-Uly) Request Adjustment to Min Weight for STU BMW E36 M3 (95-99)

In STU Spec Lines, BMW E36 M3 (95-99), change as follows:

Car: "BMW ~~E36 M3 (95-99)~~ *S52B32*"

Maximum Displacement: "~~3200~~ *3152*"

Weight: "~~3200~~ *3110*"

Notes: "Engines are permitted 0.040 overbore, 0.5 point increase in compression. Engines must use the OEM camshaft ~~lift~~ *and stock intake plenum*."

2. #31866 (Ryan Hameetman) BMW E36 M3 Canadian (North American) S50B32 engine

In STU Spec Lines, BMW S50B32 Euro, classify as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>BMW S50B32 Euro</i>	<i>3201</i>	<i>3300</i>	<i>Engines are permitted 0.040 overbore, 0.5 point increase in compression. Engines must use the OEM camshaft. Engine must use stock intake plenum.</i>

3. #32209 (Jon McLendon) Engine Swap Origin Country

In ST, GCR Section 9.1.41.G.2., change as follows:

Engines from vehicles not available in a car delivered in ~~North America~~ *the United States* will be considered and approved on a case-by-case basis for use in ST. For an engine to be considered, a member must submit a classification request to the CRB with the following information:

4. #32214 (Stephen Wheeler) CRX/Civic Del Sol

In STU, classify Honda CRX (84-91) as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>Honda CRX (84-91)</i>		<i>Chart</i>	<i>Ineligible for front wheel drive weight reductions.</i>

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In STU, classify Honda Civic Del Sol (93-97) as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>Honda Civic Del Sol (93-97)</i>		<i>Chart</i>	<i>Ineligible for front wheel drive weight reductions.</i>

5. #32383 (Super Touring Committee) Error correction

In STU, GCR Section 9.1.4.1.F.1, change as follows:

"Wheels may not exceed 18 inches in diameter and 8.0 inches in width for vehicles under 2950 lbs. base weight. Vehicles ~~over 2951~~ *with* base weight *equal to or over 2950* may use a 9 inch wide wheel."

6. #32393 (Club Racing Board) Single TB Weight Modifiers Add to Chart

Effective 5.1.2022 In STU, GCR Section 9.1.4.H.1., add to chart as follows:

Factory Engine Displacement (cc)	Minimum Weight (lbs)
2450	2695 <i>2596</i>
2500	2750 <i>2635</i>
2550	2665 <i>2675</i>

Touring

T1

1. #31942 (Scotty B White) Viper/Z06 Parity

In T1 Spec Lines, Dodge Viper ACR, change as follows:

Car: "Dodge Viper ACR / *SRT RT-10*"

Maximum Displ.: "~~8300~~ *8400* OEM"

Min. Weight: "~~3600~~ *3550*"

2. #32293 (Touring Committee) Discrepancy in T1 allowances

In T1, GCR Section 9.1.9.1. Limited T1, change as follows:

"~~In addition to T2 specifications all T1-LP~~ *All T1* cars are permitted to:"

3. #32352 (Touring Committee) T1 RX7 classification

In T1 Spec Lines, classify Mazda RX-7, as follows:

T1	Maximum Displ.	Min. Weight	Required Restrictor	Engine Notes	Chassis Notes
<i>Mazda RX-7</i>		<i>2700lbs</i>	<i>44mm TIR</i>	<i>13B Rotary</i>	<i>A single Garrett Turbo #3076 permitted</i>

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T2

1. #32243 (Charlie Peter) BMW M2 CS Cup 2020- Exhaust

In T2 Spec Lines, BMW M2 CS Cup 2020-, change Notes as follows:

"DOT approved tires required. All other components must be as homologated from BMW Motorsports. No other changes or Touring rule allowances permitted *unless noted below*. It is permitted to remove door glass and mechanism. It is mandatory to run the "Purple" power stick part #8324089. *BMW exhaust part # 18302459928 allowed*. 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.)"

2. #32263 (Derek Zalewski) Request T2 classification- 2022 Cadillac CT4-V Blackwing

In T2 Spec Lines, classify Cadillac CT4-V Blackwing (2022+) 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:
<i>Cadillac CT4-V Blackwing (2022-)</i>	<i>94 x 85.6 3564</i>	<i>2776</i>	<i>(f) 18 x 10 (r) 18 x 11</i>	<i>295</i>	<i>MT 2.66, 1.78, 1.30, 1.00, 0.8, 0.63 AT 4.70, 2.99, 2.16, 1.78, 1.53, 1.28, 1.00, 0.85, 0.69, 0.64</i>	<i>MT 3.73 AT 2.85</i>	<i>380 (f) 339 (r)</i>	<i>3800</i>	<i>ECU and all other computers must remain unmodified and must utilize OEM programming unless noted below. Carbon Fiber package RPF-PFZ allowed. Rear spring allowed #84004133. eLSD Calibration permitted.</i>

T2-T4

1. #31067 (Harley Kaplan) Request to Allow the Use of Aftermarket ECU's in Touring

In T2-T4, GCR Section 9.1.9.2., Introduction, add as follows:

"Touring car eligibility: Cars are eligible for the class they are listed with a specification line and with the specific allowances permitted. In addition T2-T4 cars may race one class up in touring classes above their specification line class as long as they are a legal T2-T4 car and conform to their specification line allowances as classified.

Note-Model year cars 2018 or later may request a spec line adjustment which permits use of a non-oem ECU with a 75# weight addition."

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T3

1. #31959 (Scotty B White) T3 Mustang V8/V6

In T3 Spec Lines, Ford Mustang V6 (11-14), change weight as follows:

"~~3400~~3350"

2. #32294 (Touring Committee) Subaru STI (15-20) Missing part

In T3 Spec Lines, Subaru STI (15-20), add to Notes the following:

"*SPC lower control arm 67660 allowed.*"

T4

1. #31685 (Griffin Gamcsik-Uly) Request JWT BSR Kit for 02-06 Nissan Sentra SE-R/Spec V

In T4 Spec Lines, Nissan Sentra SER Spec-V (02-06), add to Notes the following:

"*Balance shaft removal kit- OQR25-NOBAL permitted.*"

2. #31972 (Griffin Gamcsik-Uly) Please Confirm Touring 4 (98-00) BMW 323 is E46 generation

In T4 Spec Lines, BMW 323 (98-00), change Wheelbase and Final Drive as follows:

Wheelbase: "~~2700~~2725"

Final Drive: "~~2.93~~3.07"

3. #32151 (Josh Smith) RX-8 Spring Part Numbers (E&O)

In T4 Spec Lines, Mazda RX-8 Base/R3/Sport/ GT (04-12), change Notes as follows:

"Mazdaspeed radiator #0000-01-8501 allowed. Use of 2009 R3 transmission is permitted with alternate gear ratios as listed. R3 transmission must be paired with the listed alternate final drive. Mazdaspeed coil spring kit #QSEA-34-01Z allowed. 60mm flat plate restrictor required. OE Rear spoiler allowed #F151-V4-920F. OE front air dam allowed #F151-V4-900f-BB. ~~Eibach springs 0000-04-9700-08, 0000-04-9400-07,~~ *Springs Allowed: (F) Mazda Motorsports- 0000-04-9700-08 or Eibach- 0800.250.0700 (R) Mazda Motorsports- 0000-04-9400-07 or Eibach 0700.250.0400, and Helper 0000-04-9926 allowed. Alternate sway bars allowed max 32mm (f) 19mm (r).*"

4. #32249 (Chris Taylor) 04-09 Mazda3 Tire Limit Clarification

In T4 Spec Lines, Mazda3 s (04-09), change Tire Size as follows:

"~~235~~245"

5. #32252 (Rich Grunenwald) Shock Part Number Errors & Omissions

In T4 Spec Lines, Ford Mustang V6 (05-10), change Notes as follows:

"Koni part numbers ~~8741-1494~~*8741-1494SPORT* (front) and ~~8741-1240~~*8241-1240SPORT* (rear)."

6. #32262 (Benjamin Bunk) Update Solo Spec Coupe to latest '20 specs for Road Racing

In T4 Spec Lines, Scion FR-S Solo[®] Spec Coupe (13-16), change Notes as follows:

"Modifications limited to ~~2018~~*2020* SCCA[®] Solo[®] Spec Coupe Official Specifications, ~~dated 1-30-2018~~*Rev 7/20.*"

In T4 Spec Lines, Subaru BRZ Solo[®] Spec Coupe (13-16), change Notes as follows:

"Modifications limited to ~~2018~~*2020* SCCA[®] Solo[®] Spec Coupe Official Specifications, ~~dated 1-30-2018~~*Rev 7/20.*"

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7. #32265 (Brian Price.) Request 2016 Mazda MX5 springs

In T4 Spec Lines, Mazda MX-5 Miata/Club (16-18), add to Notes the following:

"Suspension package permitted with a 100 lbs. weight increase that includes the following parts: front springs #0000-04-9700-08, rear springs #0000-04-9400-07, helper springs #0000-04-HLPR-EB (optional)."

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS Kip VanSteenburg vs. SOM COA Ref. No. 22-01-SE February 17, 2022

FACTS IN BRIEF

Following the Saturday, January 8, 2022, Group 1 Race 1 of the Palm Tree Majors at Homestead-Miami Speedway, Stu Cowitt, Assistant Chief Steward (ACS) filed a Request for Action (RFA) to investigate contact between Touring 2 (T2) #33, driven by John Yarosz, and Super Touring Under (STU) #4, driven by Kip VanSteenburg, at Turn 12 (Nascar Turn 4) for possible violation of General Competition Rules (GCR) 6.11.1.

The Stewards of the Meeting (SOM) John Edridge, Herbert Gomez, and Chuck Shapiro (Committee Chairman) met to hear and rule on the RFA. The SOM determined Mr. VanSteenburg violated GCR 6.11.1.A. (Avoidable contact) and 6.11.1.B. (Right to Racing Room) and assessed a three race weekend probation, which incurred three penalty points on Mr. VanSteenburg's competition license. Russ Gardner, Chairman of the SOM for the event issued the decision.

Mr. VanSteenburg appealed the ruling of the SOM.

DATE OF THE COURT

The SCCA Court of Appeals (COA) Costa Dunias, Jack Kish, and James Foyle (Chairman) met on February 17, 2022, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Kip VanSteenburg, received by SCCA January 19, 2022.
2. Official Observer's Report and related documents, received February 9, 2022.
3. Video from T2 #33, received February 9, 2022.
4. Videos (front and rear facing) from STU #4, received February 9, 2022.
5. Witness statements from Jorge Ortiz and Don Ahrens, received February 9, 2022.
6. Basis for SOM Decision submitted by Russ Gardner, received February 11, 2022.
7. Email statement from John Yarosz, dated February 17, 2022.
8. Email statement from Russ Gardner, dated February 22, 2022.

FINDINGS

In his appeal, Mr. VanSteenburg described the circumstances leading to the contact between his car and that of Mr. Yarosz. He also provided previously unavailable videos recovered from his in-car camera. Mr. VanSteenburg disagreed with the decision of the SOM.

The SOM interviewed Mr. VanSteenburg, viewed video from T4 #33 provided by Mr. Yarosz's crew, and heard or reviewed other witness statements. Mr. Yarosz was not available for interview. Mr. Gardner reported the SOM concluded Mr. VanSteenburg made an abrupt move to the left, thereby depriving Mr. Yarosz of racing room and initiating the contact in violation of GCR 6.11.1.A. (Avoidable contact) and 6.11.1.B. (Right to racing room).

The COA reviewed all documents and video evidence provided to the SOM at the track. Additionally, the COA reviewed all new evidence and witness statements, including front and rear facing video from Mr. VanSteenburg's STU #4 and his in-depth explanation of the incident. Mr. Gardner's email statement from February 22, 2022, was not considered as it was not received within the documented time limits.

The video evidence revealed Mr. VanSteenburg's car experienced a rapidly deflating right front tire on the banking entering Turn 12, causing the car to move slightly upwards on the banking. The car immediately slowed noticeably, which caused it to move down the 18-20 degree embankment. The forward-facing video from STU #4 showed Mr. VanSteenburg's hands steady on the steering wheel, making no abrupt changes in direction. Meanwhile, Mr. Yarosz, from approximately six car lengths behind, as seen from Mr. VanSteenburg's rear-facing camera, initiated a pass to the left of Mr. VanSteenburg's car as it steadily descended the banking. Mr. Yarosz failed to clear Mr. VanSteenburg's car as it approached the apron, thus making contact. Neither car was able to continue.

The COA finds the videos and witness statements do not support the SOM's decision and Mr. VanSteenburg is not in violation of GCR 6.11.1.A. and 6.11.1.B. Mr. VanSteenburg's probation is cancelled. His full competition license will be returned and the three points assessed on his license will be removed.

DECISION

The COA overturns the SOM decision in its entirety. Mr. VanSteenburg'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 5, 2022

The Club Racing Board met by teleconference on April 5, 2022. Participating were John LaRue, Chairman; David Locke, Jim Goughary, Sam Henry, Tom Start, Tony Ave and Shelly Pritchett, secretary. Also participating were: Chris Albin, Clay Turner 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

P1

1. #32544 (Club Racing Board) Prototype SIR Compliance

MA – 22-01

The Club Racing Board has become aware that P1 competitors are attempting to defeat the SIR stall test by programming the ECU to shut down the engine when it senses a drop in RPM to avoid the detection of controlled leaks in the air box. The rules clearly state that the introduction of air behind the SIR by any means is prohibited.

The CRB is developing innovative methods for detection and requests that the Stewards of the Meeting (SOM) employ zero tolerance in connection with any SIR infractions or attempts to defeat the SIR stall test.”

For additional details, contact the tech department at SCCA.

No Action Required

B-Spec

1. #31392 (Brandon Vivian) Specify Mini Cooper Ride Height to 6

Thank you for your letter. There were numerous letters related to ride height submitted to the committee - all have been closed with the exception of the first letter which has been tabled pending the implementation and subsequent evaluation of the latest BOP changes.

2. #31439 (John Phillips) Request to Raise Mini Ride Height

Thank you for your letter. There were numerous letters related to ride height submitted to the committee - all have been closed with the exception of the first letter which has been tabled pending the implementation and subsequent evaluation of the latest BOP changes.

3. #31642 (Alex Ratcliffe) Request to Equalize Ride Height for all Cars at 5.5 inches

Thank you for your letter. There were numerous letters related to ride height submitted to the committee - all have been closed with the exception of the first letter which has been tabled pending the implementation and subsequent evaluation of the latest BOP changes.

4. #31987 (Billy Parrott) R-58 Mini Request

Thank you for your letter. The B-Spec Advisory Committee has recently submitted their BOP recommendations to the CRB as previously published.

5. #32285 (Kevin Stuckey) B Spec advisory committee meetings

Thank you for your letter.

6. #32286 (Kevin Stuckey) B Spec advisory committee meetings

Thank you for your letter.

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7. #32313 (Steven Pounds) Feedback on current proposals and discussions

Thank you for your letter supporting the Club Racing Board's clarification on acceptable components.

8. #32322 (Steve Kaster) OE or Spec line catalytic converter only

Thank you for your letter supporting the Club Racing Board's clarification on acceptable components.

F5

1. #32221 (H. Cory McLeod) Letter #31896 - Support Name Change for F500

Thank you for your letter. Please see the response to letter #31896 in this Fastrack's Minutes.

2. #32222 (Scott Thorp) Should the class name be changed to F600 (F6)

Thank you for your letter. Please see the response to letter #31896 in this Fastrack's Minutes.

3. #32223 (Lance C Spiering) Support F500 Change to F600

Thank you for your letter. Please see the response to letter #31896 in this Fastrack's Minutes.

4. #32231 (Aaron Fitzsimmons) Supports F600 name change

Thank you for your letter. Please see the response to letter #31896 in this Fastrack's Minutes.

5. #32232 (Aaron Ellis) Opposes F500 Class Name

Thank you for your letter. Please see the response to letter #31896 in this Fastrack's Minutes.

6. #32235 (Calvin Stewart) Supports changing class name to F600 or F6

Thank you for your letter. Please see the response to letter #31896 in this Fastrack's Minutes.

FA

1. #32490 (Andy Hill) F3 Motor seals

Thank you for your letter. Please see the response to letter #32523 in this Fastrack's Technical Bulletin.

GCR

1. #32354 (Andrew Aquilante) Review Rearview mirror requirements in closed wheels classes

Thank you for your letter. The rules are adequate as written. We agree that it is a driver's responsibility to use them appropriately.

General

1. #31410 (Kent Carter) B-spec Transparency

Thank you for your letter.

GT2

1. #32083 (Zachary Slater) Request addition of car to GT2

Thank you for your letter. Please see letter #32424 in current Fastrack for further details concerning your request.

GTX

1. #32310 (Randall Smart) McLaren 720S

Thank you for your letter. Please see letter # 31955 in March 2022 Fastrack.

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IT General

1. #32277 (Tim Myers) Feedback letter #32064 IT/Prod implications

Thank you for your feedback regarding 200TW tires, we will keep this in mind moving forward.

EP

1. #32324 (James Rogerson) Adapter plate for Z3 manifold

Thank you for your letter. The spec line for this vehicle includes the part number for the correct throttle body adapter plate to match its stock intake manifold to its approved alternate throttle body. The adapter plate the letter writer is referencing is for the incorrect 3.0L intake manifold.

T2

1. #32446 (Tim Myers) T2 Feedback

Thank you for your letter. The T2 Cadillac spec line in question is being re-evaluated.

T3

1. #32501 (Jim Leithauser) Mustang EcoBoost

Thank you for your letter. The ad promotes the car as something other than a T3 car, then provides the power numbers- "Car is eligible in SCCA, NASA, Trans Am GT, WRL and AER. Dyno shows 451 ft pounds of torque and 323 horsepower."

That HP number is not the power in T3 trim, with the 34mm restrictor. To support this point using Indy Runoffs data; the Ecoboost Mustang had a 6 mph disadvantage to the 2nd place Z4. This data comes from SCCA confidential data as well as the official race time cards.

T4

1. #32411 (Luis Goncalves) FRS/BRZ/86 Wheels

Thank you for your letter. At the time of this response, Enkei RPF01 wheels were in stock at Tire Rack. These are the most popular wheel on the T4 BRZ. The BOP in T4 is based on the BRZ running 7" wide wheels. Any change to that spec would throw off the class.

Not Recommended

B-Spec

1. #31354 (Rob Piekarczyk) Request elimination of catalytic converter

Thank you for your letter. Eliminating catalytic converters will not have an impact on some models, and will speed other models up thus substantially changing the BOP.

2. #31367 (Michael Fox) Request to allow revalving of the B14 Shocks

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

3. #31416 (Brandon Vivian) Add Engine Modification Restriction Description for all B-specs

Thank you for your letter. This proposal is inconsistent with the philosophy of the class.

4. #31425 (Frank Schwartz) Class Philosophy

Thank you for your letter.

5. #32136 (Dan Hardison) Allow Cold Air Intake for 09-13 Honda Fit

Thank you for your letter. After reviewing the data, we feel the current BoP is appropriate.

6. #32145 (Rob Piekarczyk) Lower Engine Cover for 2009-2012 Honda Fit

Thank you for your letter. This change is not recommended at this time. The performance of the 2009-2012 Honda Fit will continue to be monitored.

7. #32161 (Matt Wolfe) AWR Lower Motor Mount for Mazda 2

Thank you for your letter. The use of alternate motor mounts do not fit the class philosophy.

8. #32267 (Alex Ratcliffe) Reverse the new FPR rule for the 07-11 Mini Cooper

Thank you for your letter. The BoP changes were designed to allow only one set of specifications per model. Having multiple specifications for each model where competitors pick and choose between them does not fit the philosophy of the class. We are aware of the current shortage of OBX headers and are working diligently to develop a plan to address.

9. #32272 (Gary Wagner) Opposes changes to B Spec regulations

Thank you for your letter. The BoP is constantly monitored and occasionally adjusted as necessary. When cars are determined to be outside the acceptable performance window, the decision to adjust the fewest cars possible is the method we have chosen to both have the smallest impact on competitors and to have the greatest chance of success.

10. #32290 (Dan Sheehy) 2022 BOP suggestion

Thank you for your letter. Please see letter #32267 in the current Fastrack.

11. #32368 (John Phillips) Yaris Needs Help

Thank you for the letter. The BoP is acceptable as posted in the most recent Fastrack. The data will continue to be monitored and adjustments made as necessary.

P1

1. #32421 (Jonothan Benefield) Request engine modification

Thank you for your letter. The Club Racing Board does not recommend these changes. Nothing in the P1 rules prohibits the use of individual throttle bodies (ITBs) on a Honda FD2 engine. Honda FD2 owners have two options: they can use OEM parts with the 64mm single throttle body and no SIR at 1,400 lbs. minimum under Line G, or they can add higher performance pistons, rods, and cams and use ITBs with a 30mm SIR at the same weight under Line H. In addition, nothing in the rules prohibits enlarging a Honda FD2 to 2.3L and using higher performance parts and ITBs with a 30mm SIR at 1,445 lbs. minimum under Line I.

A CN Honda FD2 engine is permitted to run without an SIR under Line G because the OEM parts (including the 64mm single throttle body) limit the power such that an SIR is not necessary. Competitors who wish to modify a Honda FD2 in the same way that competitors modify the Mazda MZR are free to do so under a spec line appropriate for the displacement. What the rules do not allow is adding ITBs and/or higher performance pistons, rods, and cams to a Honda FD2 without using an SIR. This would be unfair to other competitors whose modified engines are required to use an SIR.

Data obtained at the 2019 Runoffs from a Norma M20FC using the stock Honda FD2 under the CN spec line showed that the car's acceleration rate was fully in line with and at no disadvantage to the Elan DP02-Mazda 2.5L cars from which data was also obtained. Please see the response to letter #27639 in the December 2019 Fastrack.

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P1 is the most technologically advanced and open class in SCCA's Road Racing program. Competitors may choose the chassis, engine, and tires they wish to race, and the rules allow for improvement of aerodynamics, suspension, brakes, and other systems to make a platform more competitive, so it should not be assumed that manufactured cars like CN cars will be able to run at the front without modification. This additional development results in increased performance in cornering, braking, and top speed, which are not subject to the BoP process and are factors entirely within a competitor's control.

GCR

1. #32305 (Kevin Coulter) Modify leader responsibility when full course yellow is displayed

Thank you for your letter. Due to the multiple variables, i.e. track configurations, mixed class racing, etc., current GCR wording is more appropriate.

2. #32323 (Paul Gauzens) GCR 8.4.4. Hearing Appeals: Clarify New Evidence Admissibility

Thank you for your letter. Current rule is appropriate as written. It is the Court of Appeals' responsibility to choose what evidence they wish to consider.

STU

1. #32389 (Antonio Llona) March 2022 Fastrack STU Weight Modifiers Changes

Thank you for your letter. The change was made based on collected data and we will continue to monitor data and adjust as necessary.

2. #32463 (Greg Amy) STU Add 5% Weight to MX-5/Miata

Thank you for your letter. The change was made based on collected data and we will continue to monitor data and adjust as necessary.

3. #32470 (Eric Heinrich) 32393 Response - Overly Favors MX-5

Thank you for your letter. The change was made based on collected data and we will continue to monitor data and adjust as necessary.

T1

1. #32154 (James Candelaria) Sequential Transmissions in T1

Thank you for your letter. Transmissions will be addressed in the restructuring of T1. The scope of these changes will be published soon.

T2-T4

1. #32049 (Mike Ogren) Reconsider the adjustable shock rule

Thank you for your letter. The committee does not wish to allow the Koni on the Mazda 3. There are other available off-the-shelf options for the Mazda 3 at this time.

T3

1. #32212 (Graham Partain) Spec Boxster Classification

Thank you for your letter. The Touring Committee is satisfied the Spec Boxster is properly classified in T3.

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Recommended Items

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

B-Spec

1. #31395 (Brandon Vivian) Allow Front Brake Ducts for All B-spec Cars

In B-Spec Category Specifications, GCR Section 9.1.10.E.42., change as follows:

"Brake ducts are permitted, but they must serve no other purpose. Duct openings may be created by the removal of the fog lights. Alternatively, duct openings may be created by opening 2 sections up to 14.5 square inches each of stock false grills originally located in the front fascia, or radiator shroud, but in this case while Fog lamps may be removed. Fog light holes must be completely covered. The stock headlamp location is not permitted for brake ducting."

2. #31558 (Tony Roma) Remove Note About EPA Compliance

TABLED: In B-SPEC CATEGORY, GCR Section 9.1.10.A., change as follows:

~~"NOTE: B-Spec category cars shall be in compliance with Federal Standards, specifically EPA certifications, and as specified for each automobile listed on its B-Spec Specification line and as permitted by these rules."~~

F5

1. #31896 (Keith Joslyn) Class Name Change

In F500, GCR section 9.1.1.D, change as follows:

"FORMULA 500~~600~~ PREPARATION RULES"

"Formula 500~~600~~ (F500~~600~~) Specifications"

"9.1.1. F500~~600~~ Spec Lines"

In F500, GCR section 9.1.1.D.1, change as follows:

"Formula 500~~600~~ is a restricted class."

In F500, GCR section 9.1.1.D.14, change as follows:

"The AMW engine approved for F500~~600~~ use shall ~~must~~ be the AMW model no. 250-2 RC2, two-cylinder, two-cycle, liquid-cooled, reed-valve engine with a nominal bore and stroke of 72mm x 61mm and a displacement of 497cc."

In F500, GCR section 9.1.1.D.19, change as follows:

"All F500~~600~~ cars competing in Majors Races and the Runoffs must have the AIM part #X47KPFSOLO2R0 data box mount installed on the vehicle to provide the necessary mounting of the AIM Solo or Solo 2 data box."

In F500 engine table, change as follows:

"F500~~600~~"

In GCR CONTENTS, change as follows:

"FORMULA 500~~600~~ PREPARATION RULES"

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In Racing Rules and Procedures, GCR section 6.4.4, change as follows:

"In all SCCA competitions, engines ~~shall~~ **must** be started by the driver sitting in the normal driving position, except ~~F500~~ **600 cars with two-cycle engines**, using an on-board or supplemental power supply."

In Cars and Equipment, GCR section 9.1.1, change as follows:

"Formula ~~500~~ **600 (F56)**"

In Cars and Equipment, GCR section 9.3.12, change as follows:

"On all carburetors (except SU, Sports Racing cars with motorcycle-type carburetors, ~~Formula 500~~ **F600 two-cycle** Mikuni VM38, and F600 **motorcycle-engine** cars) **equipped** with a non-threaded fuel inlet fitting, the fitting ~~shall~~ **must** be replaced by drilling and tapping the carburetor body for a threaded fitting."

In Cars and Equipment, GCR section 9.4.5.C.1, change as follows:

"~~F500~~ **600** cars up to ~~875~~ **900** pounds may use 1020 DOM mild steel roll cage bracing with a 1.0" diameter by .065 wall thickness."

In Cars and Equipment, GCR section 9.4.5.C.2, change as follows:

"~~F500~~ **600** cars up to ~~875~~ **900** pounds may use 1020 DOM mild steel roll cage bracing with a 1.0" diameter by .065 wall thickness."

In Appendix B, GCR section 1.4.2.D, change as follows:

"It is preferable not to combine FA, FB, FC, FE, and FM with FV and/or ~~F500~~ **600**. FV may be combined with ~~F500~~ **600**."

In P2 Table 1, AMAC, Asteck, Cheetah, Decker, Fox, LeGrand, Converted F500 cars spec line, change the marque as follows:

"Converted ~~F500~~ **600** cars"

In P2 Table 1, AMAC, Asteck, Cheetah, Decker, Fox, LeGrand, Converted F500 cars spec line, change the notes as follows:

"Converted ~~F500~~ **600** cars must retain suspension compliant with ~~F500~~ **600** requirements and meet all P2 non-spec line requirements except minimum width is 55 inches."

GCR

None

General

1. #32091 (Kevin Ruck) Forward Facing Camera

In Cars and Equipment, GCR Section 9.3.11.A., change as follows:

"All cars competing at **Conference Majors**, 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."

STU

1. #32409 (Super Touring Committee) STU wheel width rule

In STU, GCR Section 9.1.4.1.F., change as follows:

"Wheels may not exceed 18 inches in diameter ~~and or~~ 8.0 inches in width for vehicles ~~under~~ 2950 lbs. **and under base minimum allowed race** weight. Vehicles over 2950 ~~base~~ **minimum allowed race** weight may use a 9 inch wide wheel."

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Taken Care Of

B-Spec

1. #31438 (John Phillips) Request to Remove all Catalytic Converts on all B-Spec Cars .

Thank you for your letter. Please see letter # 31354 in current Fastrack.

2. #32269 (Jeffrey Hennessy) Unfair burden

Thank you for your letter. Please see letter #32267 in the current Fastrack.

3. #32270 (Jeffrey Hennessy) Proposed rule changes

Thank you for your letter. Please see letter #32267 in the current Fastrack.

4. #32271 (Steve Introne) Consideration of February Prelim Fastrack Rule Changes

Thank you for your letter. Please see letter #32267 in the current Fastrack.

5. #32284 (Jeff Andrews) Request to speed up most of B-Spec relative to the Mini

Thank you for your letter. Please see the response to letter #32272 in the current Fastrack.

6. #32289 (Steven Pounds) Preliminary Tech Bulletin TB 22-03

Thank you for your letter. Please see #32267 in the latest Fastrack

7. #32292 (Josh Schmidt) Opposes Proposed Rule Changes

Thank you for your letter. Please see letter #32267 in the current Fastrack.

8. #32301 (Ryan Myhre) 2022 B-Spec changes

Thank you for your letter. Please see letter #32267 in the current Fastrack.

9. #32377 (Kyle Keenan) BOP Help for Kia Rio/Hyundai Accent

Thank you for your letter. Please see letter # 32378 in current Fastrack.

10. #32388 (Alex Ratcliffe) Objection to the Toyota Yaris Restrictor Plate 07-13

Thank you for your letter. Please see letter # 32368 in current Fastrack.

FX

1. #32489 (Andy Hill) MZR USF2000 Cars Motor

Thank you for your letter. Please see the response to letter #31496 in the December 2021 Fastrack.

General

1. #32104 (Steven Pounds) Forward Facing Camera

Thank you for your letter. See letter # 32091 in current Fastrack.

2. #32215 (Graham Loughhead) Forward Facing Camera

Thank you for your letter. See letter # 32091 in current Fastrack.

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T2

1. #32460 (Joe Koenig) BMW E92 T2

Thank you for your letter. Please see letter # 32456 in current Fastrack.

T4

1. #32174 (Mike Ogren) Single Adjustable Shock Re -Visit

Thank you for your letter. Please see letter # 32049 in current Fastrack.

What Do You Think

None.

RESUMES

1. #31941 (Bob Monette) APPLYING FOR CRB PARTICIPATION

Thank you for your offer, your resume will be added to our files for future consideration.

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Technical Bulletin

DATE: April 20, 2022

NUMBER: TB 22-05

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 5/1/2022. 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. #32378 (Kyle Keenan) Request to Remove Part Numbers from Kia/Hyundai Spec Lines

In B-Spec Spec Lines, Hyundai Accent GS Hatchback (13-19), change Notes as follows:

"~~36~~³⁹mm 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."

In B-Spec Spec Lines, Kia Rio 5-door/LX (12-19), change Notes as follows:

"~~36~~³⁹mm 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."

Electric Vehicle

None.

Formula/Sports Racing

FA

1. #32491 (Club Racing Board) Update FR Americas rulebook requirement

In FA Table 2, FR Americas Ligier JS F3 spec line, change as follows:

"Car must comply with FR Americas rules. Competitors must have current copies of ~~FIA Formula 3 Regional Technical Regulations~~ **Formula Regional Americas Championship Sporting Regulations**, Onroak Automotive Ligier JS F3 Information Manual, and HPD engine-related specifications and instructions in their possession and present them upon request."

2. #32522 (Club Racing Board) Clarify verification of sealed engine compliance

In FA, GCR section 9.1.1.A.2, add a new section as follows:

"e. Engines that are required to be sealed are subject to full inspection by SCCA stewards and/or technical staff. The competitor will be responsible for all costs associated with reassembly and resealing of the engine."

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3. #32523 (Club Racing Board) Clarify Formula Lites and FR Americas sealed engine requirement

In FA Table 2, Formula Lites FL15 spec line, change the notes as follows:

"Engine must be sealed in compliance with Formula Lites requirements. Car must comply with all Formula Lites technical regulations found here:"

In FA Table 2, FR Americas Ligier JS F3 spec line, change the notes as follows:

"Engine must be sealed in compliance with FR Americas or prior F3 Americas requirements. Car must comply with FR Americas rules."

P1

1. #32468 (Club Racing Board) E&O Clarification of Bodywork Rules

In P1, GCR section 9.1.8.B.C.2, add the following:

"Cycle-type fenders ~~(which~~*that* cover only the tire and are not continuous with the rest of the body) *and may thereby permit a view of the ground from above* are prohibited."

In P1, GCR section 9.1.8.B.C.3, add the following:

"As viewed from the side, the outermost surface of body between the front and rear wheel openings *and above the floor* must have a minimum height equal to the height of the front axle centerline."

In P1, GCR section 9.1.8.B.D.1, add the following:

"It is not permitted to duct air through any part of the bodywork for the purpose of providing aerodynamic downforce on the car. *This prohibition includes openings above the front spoiler or splitter that allow air to pass through the front bodywork for the purpose of providing aerodynamic downforce.*"

P2

1. #32469 (Club Racing Board) E&O Clarification of Chassis Construction Requirements

In P2, GCR section 9.1.8.C.A.1, add the following:

"Chassis fully composed of composite structural materials *or chassis partially composed of composite materials that is not capable of rolling on its wheels without the composite materials being installed.*"

In P2, GCR section 9.1.8.C.C.1, add the following:

"Allow for any form of chassis construction except fully composite chassis. *A chassis partially composed of composite materials must satisfy the requirements of section 9.4.5.A, B, C, E, F and be capable of rolling on its wheels without the composite materials being installed.*"

2. #32525 (Formula/Sports Racing Committee) Clean up P2 wording

In P2, GCR section 9.1.8.C, change as follows:

"PROTOTYPE 2 (*P2*) CLASSIFICATION"

In GCR CONTENTS, change as follows:

"PROTOTYPE 2 (*P2*) CLASSIFICATION"

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GCR

1. #32295 (Kevin Kloefer) Tire Warmer Clarification

In Cars and Equipment, GCR Section 9.3.46. TIRE WARMERS, change as follows:

~~"Pre-heating of tires prior to competition by electrically heated covers or similar means is prohibited on the grid."~~ *The use of tire warmers or cooling methods other than natural air convection or conduction is prohibited."*

2. #32296 (SCCA Staff) Update App C 2.8.B, Accepted Equivalent License List

In Appendix C. Licensing and Types, GCR Section 2.8., change the following:

"6. IMSA *Issued License*

7. Midwestern Council of Sports Car Clubs (MCSCC) Full and Novice permit

8. Miller Motorsports Park Racing Association Full Competition License

~~9~~8. NASA Full Competition

~~10~~9. Ontario Region CASC Regional

~~11~~0. Porsche Club of America Full Competition

~~12~~1. SCCA Pro Racing *licenses (F4, FR, Trans Am, FRP)* or SCCA Vintage

12. SCCA Vintage

13. Sportscar Vintage Racing Association (SVRA)

14. Vintage Auto Racing Association Full Competition

16. Waterford Hills Road Racing Club Full and Novice permit

17. West Canada Motorsport Association Amateur

18. Eastern Motor Racing Association (EMRA) Competition License.

19. Atlantic Region Motor Sports (ARMS) Regional Competition License

20. Grand American Road Racing Association (Grand-Am)

~~21~~0. Autobahn Country Club Level 1/Level 2

~~22~~. Independent Motorsports Group (IMG)

~~23~~1. Indy Car MX-5 Cup *Issued License*"

3. #32403 (Philip Gott) To Pin or Not to Pin Clip-In Harness Restraints

In Cars and Equipment, GCR Section 9.3.18. DRIVER'S RESTRAINT SYSTEM, add as follows:

"G. Snap-in mounting clips must be pinned to help prevent inadvertent opening of the clip if the manufacturer has provided a hole for such purpose."

4. #32410 (National Staff) GCR Updates - ID's accepted and Official Results

In Penalties, GCR Section 7.5. AMENDMENT OF RESULTS, change as follows:

"Whenever a penalty or correction affects the ~~final~~ *official* results, including when a driver or car is disqualified or reinstated, the SOM shall advance or demote subsequent competitors in the finishing order and advise the Chief of Timing and Scoring of any amendment to the results. *The results must then be labeled "Revised Official Results" and include the revision date and time.*"

In Appendix C. Licensing and Types, GCR Section 2.5.B.2., change as follows:

"Proof of Age: A photocopy of both sides of his State Operator's Permit/Driver's License, government issued identification, passport, or birth certificate."

General

None.

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EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

Grand Touring

GT2

1. #32308 (Richard Gray) Typo in rules for shocks

In GT-2, 3, LITE CATEGORY SPECIFICATIONS, GCR Section 9.1.2.F.7.c.11., change as follows:

"Shock absorbers: It is not permitted to alter the number of shock absorbers. The make of shock absorber *is free* and its points of attachment may be moved."

2. #32424 (Grand Touring Committee) additional response to letters #31898 & 32083

In GT2 Spec Lines, Engines - PORSCHE, add to Notes as follows:

SOHC - 100 x 78.9: "**2V only: May use Borg Warner EFR 76/70 42mm SIR @2280 lbs.** Alt.4 valve head #944 104 013 03 **NOTE: 4 valve head is not permitted to use with turbo allowance.**"

SOHC - 104 x 78.9: "**2V only: May use Borg Warner EFR 76/70 42mm SIR @2330 lbs.**"

SOHC - 95.0 x 70.4: "**2V only: May use Borg Warner EFR 76/70 42mm SIR @2405 lbs.**"

In GT2 Spec Lines, Engines - PORSCHE, change as follows:

Bore x Stroke: "~~95.0 x 70.4~~ **104.0 x 88.0**"

Weight: "~~1950~~ **2090**"

GT3

1. #32247 (Grand Touring Committee) wheel size addition

In Grand Touring Category Specifications, GCR Section 9.1.2.F.10.b, change as follows:

"The maximum wheel size for GT3 cars is 15 x 7". **Alternatively: GT3 cars may run up to a maximum 17" x 9" wheel with a weight penalty equal to three (3) percent of the car's weight as listed on the specification line. The maximum vehicle weight shall be rounded to the nearest pound.**

Alternatively, a **Additionally: Any wheel up to 18" with a maximum tire cross section of 12.0" and a maximum tire diameter of 26.0" may be used with a weight penalty equal to eight (5) percent of the car's weight as listed on the specification line. The minimum vehicle weight shall be rounded to the nearest pound. A maximum brake rotor diameter of 13.0" may be used with alternate wheels. Cars using 15" American Racer 23.5- 10.0-15, bias ply, non-belted tire may do so without the weight penalty."**

GTX

1. #31981 (Henry Hill) Add Classification to the accepted Model Table

In GTX Table 4, add a spec line as follows:

Table 4					
Marque	Model	Engine	Restrictor	Min Weight (lbs)	Notes
Wolf	GB08 F1	Ford 52XS V8	NA	1725	Must comply with specifications found here: https://www.scca.com/pages/technical-forms-and-downloads

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2. #32254 (Joe Aquilante) Request to classify C7 Corvette Grand Sport IN GTX Misc

In GTX Spec Lines, classify C7 Corvette Grand Sport as follows:

GTX - MISC					
Make	Homologation	Model	Restrictor (mm)	Weight (lbs)	Notes
<i>C7 Corvette</i>		<i>Grand Sport</i>	<i>NA</i>	<i>3200</i>	<i>May remove "displacement on demand" valve train system</i>

3. #32511 (Club Racing Board) E&O list of eligible prototypes

In GTX, GCR section 9.1.2.H.B, change as follows:

"10. IMSA GTP (~~1994-1998~~ *1981-1993*)

11. -IMSA Camel Lights (1985-1993)

12. -Le Mans Prototype 1 (1999-2013)

13. -Le Mans Prototype 2 (1999-Present)

14. -Le Mans Prototype 3 (2017-Present)

15. -Le Mans Prototype Challenge (2009-2018)

16. -World Sports Car (1994-1998)

~~11.~~ *17. Vehicles listed in Table 4 below."*

Improved Touring

None.

Legends Car

None.

Production

1. #32370 (Mark Uhlmann) Please Class BMW 128i in EP

In EP Spec Lines, classify the BMW 128i (08-13) 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.)
<i>BMW 128i (08-13)</i>	<i>2</i>	<i>2700</i> <i>* 2768</i> <i>** 2835</i>	<i>6 cyl DOHC</i>	<i>85.0 x 88.0</i> <i>(3.35 x 3.46)</i>	<i>2996</i> <i>(182.8)</i>	<i>Alum</i>	<i>Alum</i>	<i>(I) 34.2 / (1.35)</i> <i>(E) 28.0 / (1.10)</i>	<i>Fuel Injection</i>	<i>2736 / (104.7)</i>	<i>1590 / 1623</i> <i>(62.6 / 63.9)</i>

Wheels (max)	Trans. Speeds (max)	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Fuel Injected Equipped Throttle Body Inside Diameter (mm) +/- .25mm	Notes:
<i>18x8</i>	<i>6</i>	<i>300 / (11.8) Disc</i> <i>300 / (11.8) Disc</i>		<i>Stock Throttle Body ID</i>	<i>Comp. Ratio limited to 11.0:1. Valve lift limited to .400".</i>

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FP

1. #32398 (STEVE STRICKLAND) Request to classify the 1999-2000 Mazda Protege in FP

In FP Spec Lines, classify the Mazda Protégé ES (99-00) 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.)
<i>Mazda Protégé ES (99-00)</i>	<i>2</i>	<i>2150 * 2204 ** 2258</i>	<i>4 cyl DOHC</i>	<i>83.0 x 85.0 (3.27 x 3.62)</i>	<i>1839 (112.2)</i>	<i>Iron</i>	<i>Alum</i>	<i>(I) 31.5 / (1.24) (E) 27.6 / (1.09)</i>	<i>Fuel Injection</i>	<i>2611 / (102.8)</i>	<i>1544 / 1549 (60.8 / 61.0)</i>

Wheels (max)	Trans. Speeds (max)	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Fuel Injected Equipped Throttle Body Inside Diameter (mm) +/- .25mm	Notes:
<i>15x7</i>	<i>5</i>	<i>258 / (10.2) Disc 261 / (10.3) Disc</i>		<i>Stock Throttle Body ID</i>	<i>Comp. Ratio limited to 11.0:1. Valve lift limited to .450".</i>

Prod General

1. #32396 (Production Committee) Inconsistency in Body Work Descriptions

In Production Category Specifications, GCR Section 9.1.5.E.9.a.12 change as follows:

"Open cars must remove convertible soft tops and all attaching bracketry and hardware. If the stock windshield is retained, OEM and aftermarket hardtops are allowed. Aftermarket hardtops must retain OEM appearance in all exterior profiles, and carbon fiber construction is not allowed. Any hardtop must be attached by positive fasteners."

Spec Miata

None.

Super Production

None.

Super Touring

STU

1. #32381 (Edwin Soto-Quinones) Opposed to the Proposed STU Weight Chart

In STU, GCR Section 9.1.4.1.H, add the following after weight chart:

"Any STU car that qualified to run 9 inch wheels in 2021, may continue to run 9 inch wheels thru 2022 only."

2. #32414 (Bill Damron) Clarification request for GCR 9.1.4.D.3.a Splitter Definition

In ST Category Specifications, GCR Section 9.1.4.D.3.a, change as follows:

"Definition: A horizontal, single-plane aerodynamic device attached to the lower *rest point of the* front of the vehicle, protruding forward. It is intended to divert air and produce downforce through vertical pressure differential. A splitter shall have no vertical deviations."

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Touring

T2

1. #32456 (Harley Kaplan) Request BoP E92 torque

In T2 Spec Lines, BMW E92 M3 (08-14), change Notes as follows:

"~~77~~78"

2. #32535 (Touring Committee) Classify Cadillac Blackwing

In T2 Spec Lines, classify Cadillac CT4-V Blackwing (2022+) 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:
<i>Cadillac CT4-V Blackwing (2022-)</i>	<i>94 x 85.6 3564</i>	<i>2776</i>	<i>(f) 18 x 10 (r) 18 x 11</i>	<i>295</i>	<i>MT 2.66, 1.78, 1.30, 1.00, 0.8, 0.63 AT 4.70, 2.99, 2.16, 1.78, 1.53, 1.28, 1.00, 0.85, 0.69, 0.64</i>	<i>MT 3.73 AT 2.85</i>	<i>380 (f) 339 (r)</i>	<i>3800</i>	<i>Shocks and Front Springs must remain OEM. Rear spring allowed #84004133. Engine and catalytic converter must remain stock. ECU and all other computers must remain unmodified and must utilize OEM programming unless noted below. Carbon Fiber package RPF-PFZ allowed. eLSD Calibration permitted. THIS CAR DOES NOT QUALIFY FOR SCCA RUNOFFS COMPETITION UNTIL IT HAS BEEN REPRESENTED IN 3 SCCA SUPER TOUR EVENTS.</i>

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T2-T4

1. #32452 (Raymond Blethen) Request Alternate Front & Rear Strut/Shock Top Hats

In TOURING (T2-T4) CATEGORY, GCR Section 9.1.9.2.D.5.b.2, add the following:

"f. Cars with an alternative spring allowance are permitted to use performance alternative top hats on shocks and struts. These top hats are permitted to utilize spherical bearings."

T3

1. #31750 (Touring Committee) correct wording

In T3 Spec Lines, Honda Civic Si (2017-), change Notes as follows:

"HPD CAT Delete pipe 18150-F23S-R6; HPD 4th Gear Set 23460-F23S-R6; HPD Differential 41100-F23S-R6; HPD RR Damper Mount 52670-F23S-A6; HPD RR Spring Adjuster 52691-F23S-A6; HPD Adjustable RR Upper Arm 52390-F23S-A6; HPD ABS Modulator 57100-F23S-R6; Alternate grill Custom Tuning FG-CIV16- V3-TR-BK allowed. Any sway bar front/rear up to 30mm allowed. Front springs up to 800lb allowed, rear springs up to 1000lb allowed. 36mm TIR required. Wheels up to 10" wide allowed with 50 lb. penalty. ~~1-piece rotor required.~~"

In T3 Spec Lines, Honda Civic Si (2017-), change Car as follows:

"Honda Civic Si (2017-) (~~Changes effective 03/01/2022~~)"

2. #31999 (John Weisberg) 2005-2008 Porsche Boxster 2.7

In T3 Spec Lines, classify Porsche Boxster Base (2005-2008) 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 Boxster Base (2005- 2008)	85.8 x 78 2687	2415	18 X 8	245	3.5, 2.118, 1.429, 1.091, 0.838,	3.556	298 (f) 299 (r)	3000	Alternate exhaust manifold permitted, 966-111-102- 05 (left) and 996-111-101- 05 (right). Any OEM or aftermarket hardtop permitted that retains the OEM roof silhouette.

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3. #32483 (Kevin Anderson) 2022 Subaru BRZ and Toyota 86 twins

In T3 Spec Lines, Subaru BRZ (2022-), change as follows:

Wheel Size (in.): "18 x 9~~8~~"

Gear Ratios: "Auto 3.54, 2.06, 1.41, 1.00, 0.71, 0.58

Manual 3.63, 2.19, 1.54, 1.21, 1.00, 0.77"

Final Drive: "Auto 3.91

Manual 4.1"

Notes: "Any spring up to 750 F/R permitted. Front strut tower brace permitted. SPC rear lower control arms permitted. Cold air intake allowed. *Subaru brake parts 26292CA070 & 26292CA060 allowed with 100 lb penalty.*"

In T3 Spec Lines, Toyota 86 (2022-), change as follows:

Wheel Size (in.): "18 x 9~~8~~"

Gear Ratios: "Auto 3.54, 2.06, 1.41, 1.00, 0.71, 0.58

Manual 3.63, 2.19, 1.54, 1.21, 1.00, 0.77"

Final Drive: "Auto 3.91

Manual 4.1"

Notes: "Any spring up to 750 F/R permitted. Front strut tower brace permitted. SPC rear lower control arms permitted. Cold air intake allowed. *Toyota brake parts SU003-07197 & SU003-07198 allowed with 100 lb penalty.*"

T4

1. #32395 (Michael Ogren) Request to Add Spec Line for 2004-2009 Mazda3 i 2.0

In T4 Spec Lines, Mazda 3 S (04-09), change as follows:

Bore x Stroke(mm)/ Displ. (cc): "87.5 x 94.0 2260 or 87.5 x 83.1 1999"

Weight (lbs): "2.31 2500, 2.01 2425"

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS Jeffrey LaBounty vs. SOM COA Ref. No. 22-02-SE March 23, 2022

FACTS IN BRIEF

Following the Sunday, February 13, 2022, Group 4 Regional Race at Sebring International Raceway, Leland Miller, Chief Steward (CS), filed a Request for Action (RFA) to investigate an altercation between Jason Fichter, driver of Spec Miata (SM) #7, Jeffrey LaBounty, driver of Spec Miata T (SM-T) #4, and the crew members and/or family members of Car #7.

The Stewards of the Meeting (SOM), Herbert Gomez, Pedro Prado, and Stu Cowitt, Chairman, met to hear and rule on the RFA. The SOM determined Mr. LaBounty violated GCR 2.1.7. (Acting in an unsportsmanlike manner) and GCR 2.1.8. (Threatening or committing physical violence upon any other participant or spectator). The SOM assessed the following penalties: suspension of license privileges for six months, followed by probation of competition privileges for six race weekends, and a \$200 fine. The penalties assessed incurred six penalty points on Mr. LaBounty's competition license.

Mr. LaBounty appealed the ruling of the SOM.

DATE OF THE COURT

The SCCA Court of Appeals (COA), James Foyle, Jeffrey Niess, and Costa Dunias (Chairman) met on March 17, 2022, 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 February 22, 2022.
2. Electronic Appeal Form submitted by Jeffrey LaBounty, received March 9, 2022.
3. Official Observer's Report and related documents, received March 9, 2022.
4. Additional statement from SOM Chairman, received March 17, 2022.

FINDINGS

In his appeal, Mr. LaBounty stated the penalty was unjust. He provided no additional documentation or argument.

Since this matter was submitted to the SOM at 3:15p.m. on Sunday afternoon and there were numerous witnesses to be interviewed (along with necessary discovery of possible

additional witnesses), the SOM began the investigation at the track but continued it over the course of the following week via teleconferences with the various witnesses. The RFA described a verbal and physical altercation among the named parties. The request also included an allegation of placement of a duct tape sticker on the rear window of Car #4 hand-printed with "F*ck Jason Fichter". The COA notes the Supplementary Regulations for the event stated, "...behaviors such as [Harassing, intimidating, threatening, or bullying any participant] will be considered egregious examples of GCR 2.1.7., "Acting in an unsportsmanlike manner", and may be penalized as such."

The SOM found Mr. LaBounty in violation of GCR 2.1.7. for "Harassing, intimidating, threatening, or bullying any participant." The SOM also found Mr. LaBounty in violation of GCR 2.1.8. for bodily contact with Jason Fichter's father, Richard Fichter, which caused Mr. Fichter to fall back onto the hood of Car #7.

The role of the COA is to confirm whether evidence relied upon by the SOM supports the ruling; verify that all rules and regulations were applied appropriately, fairly, and equitably; and consider whether new evidence contradicts the SOM's decision. In Mr. LaBounty's case, there is no new evidence to contradict the decision of the SOM.

The COA finds the SOM reached a fair and reasoned decision based on the evidence available to them. The SOM considered impartial witness testimony in determining the alleged violations did occur and they applied penalties that are within their purview.

DECISION

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

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CLUB RACING BOARD MINUTES | May 3, 2022

The Club Racing Board met by teleconference on May 3, 2022. Participating were John LaRue, Chairman; David Arken, David Locke, Jim Goughary, Peter Keane, Sam Henry, Tom Start and Shelly Pritchett, secretary. Also participating were: Chris Albin, Clay Turner 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. #32700 (Club Racing Board) ATL Discriminator Vent Value Recall
MA 22-02 ATL Discriminator Vent Valve Recall

NUMBER:	MA 22-02
DATE:	May 18, 2022
FROM:	Club Racing Board
TO:	All Participants
SUBJECT:	ATL Discriminator Vent Valve Recall

The Club Racing Board has been made aware that Aero Tec Laboratories (ATL) has issued a recall on the Discriminator Valve.



May 17, 2022

Product Recall- Aero Tec Laboratories Inc (ATL) Ramsey , NJ
Part Number RE 185 ATL "Discriminator" Vent Valve

Effective immediately, ATL is issuing a product recall for all Part Number RE 185 ATL "Discriminator" Vent Valves that were purchased between September 1, 2021, and May 2022.

As a result of a change in the plastic resin, some discriminator valve bodies have cracked / broken after exposure to fuel/ fuel vapor. It is suspected that elevated temperatures and vibration in this fuel-rich environment could also be a contributing factor to failure.

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Due to a risk of fire that could result from using a damaged vent valve, it is MANDATORY that all RE 185 ATL "Discriminator" Vent Valves purchased during the above outlined period, be immediately taken out of service and returned to ATL for a refund.

For those ATL distributors that have re-sold these RE185 Discriminator Valves, we ask that you in turn alert your customers to this recall and more importantly to alert them to the potential danger associated with using this one lot of RE 185 ATL "Discriminator" Vent Valves. We seek your assistance in insisting upon the return of these recalled parts.

ATL Point of Contact-

David Dack

Tel 201-825-1400

e-mail; ddack@atlinc.com

Please return these parts to :

Aero Tec Laboratories Inc (ATL)

45 Spear Road

Ramsey, NJ 07663

Attn. RE185



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No Action Required

GCR

1. #32588 (Andrew Aquilante) Reply to letter #32354 Mirrors

Thank you for your letter. Your comments have been noted.

GT2

1. #32443 (Tony Colicchio) Allow composite roofs for BMW E36/46 cars following GT2-ST rules

Thank you for your letter. Must be exact copies of OE. Please furnish manufacturer and part numbers for consideration.

GT3

1. #32504 (Tim Myers) More feedback for TCR Cars From Fastrack posting

Thank you for your letter. Thank you also for the data and related information that you have supplied us.

Prod General

1. #32573 (Phil Hollenbeck) Strut braces

Thank you for your letter. Rule 9.1.5.E.5.c.5 already states the following:

"Suspension pickup/pivot axis points can be reinforced but must remain in the stock location."

Adding a shock/strut/tie bar would be considered the reinforcing of stock suspension pickup points, and therefore legal within this rule.

SM

1. #32571 (Jim Drago) VVT /99 parity

Thank you for your letter. The SMAC will continue to monitor parity in the class going forward.

T1

1. #32302 (Tim Myers) So the LP FP350s can run as Shelby GT350 FP?

Thank you for your letter. Please see letter # 31680 in current Fastrack.

Not Recommended

P1

1. #32487 (Ralph Firman) P1 Class Weight Change Proposal

Thank you for your letter. The Club Racing Board does not recommend this change. The proposed RDRF car's actual weight with a Halo device is presently unknown and when completed could conceivably meet the current minimum weight under whichever spec line the car is intended to run without the requested 30 lb. increase. Also, a need for an across-the-board 30 lb. increase has not been demonstrated because no existing P1 car uses a Halo device and no P1 competitor has expressed a desire to retrofit an existing car with a Halo device, so the requested increase would penalize all other cars in the class with no factual basis for doing so. In addition, the fact that adding a Halo device would result in a higher center of gravity provides no basis for a Balance of Performance adjustment under the P1 class philosophy. BoP adjustments are not used in P1 to compensate for chassis design choices, including ones that might result in a higher center of gravity. Weight is added or subtracted (or restrictor size reduced or increased) based solely upon a car's longitudinal acceleration rate in a speed range of approximately 60 to 100 mph, which would not likely be affected by a higher center of gravity.

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2. #32622 (Jonothan Benefield) Request Engine modification

Thank you for your letter. The Club Racing Board does not recommend the use of two different methods of intake restriction for the same spec line. SIRs have been successfully implemented on other P1 cars with similar auto-based engines. Please see the response to letter #23792 in the March 2018 Fastrack Minutes.

GCR

1. #32454 (Bill Dennis) Head and neck restraint re-inspection and re-certification

Thank you for your letter. If your H&S has the correct ratings, you are compliant. The GCR does not require that re-certification. It is up to the driver to maintain that re-certificate for their own safety.

2. #32564 (Kevin Coulter) Modify black flag all rule to prohibit passing

Thank you for your letter. Rule is adequate as written as the purpose of the Black Flag All is to ensure all cars return to the pits immediately.

3. #32570 (Jose de Miguel) SCCA Drivers Suit Patches.

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

General

1. #32590 (Andrew Aquilante) Give GTX its own 115% Rule based on what car they are driving

Thank you for your letter.

GT2

1. #32442 (Alex McBain) Porsche 944 Spec Line - Proposed Weight Limit

Thank you for your letter. Not consistent with GT2 rules. This particular car has been recently classified with a set of rules along with 3 different turbo engine displacement options!

2. #32457 (Tony Colicchio) Request to allow ABS on all GT2 cars at +100#

Thank you for your letter. This request is not recommended. GT2 has a different set of rules from GT2/ST etc. Additionally, to clarify your statement, the Porsche cup cars are a "Spec" car within the GT2 class.

GT3

1. #32514 (Philip Di Pippo) Request to Classify Ginetta G56 GTA in GT3 w/VTs

Thank you for your letter. GT3 is 4 cylinder class with a maximum displacement of 2992cc with inlet restrictors on the largest of the engines! The newest trend is to slowly blend Turbo's into the class! The foreseeable plan is to have GT3 remain within these perimeters!

The recent group of TCR race car classifications into GT3 are all 4 cylinder with a turbo and restricted "Power Sticks" as well as a spec tire! Your request for classifying a 3.7L V6 far exceeds the established GT3 perimeters.

2. #32548 (Craig Bowers) Carburetor weight break

Thank you for your letter. To date, SCCA collected data has not shown a distinct advantage when using fuel injection over carburation.

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EP

1. #32193 (Ron Earp) Request Allowance for Stock Tank With Stock Crash Protection

Thank you for your letter. Rule is adequate as written.

2. #32242 (Brian Metcalf) Classify VW New Beetle 2.5L in EP.

Letter writer was asked to provide a VTS and additional information for this potential classification. After multiple attempts, this was never received, therefore this request is Not Recommended at this time due to lack of information. If the letter writer would like to request it again with the appropriate info, then it can be reconsidered at that time.

HP

1. #32517 (Tom Markos) Weight Reduction Request For the 88-91 Honda CRX

Thank you for your letter. This vehicle has proven to be nationally competitive at its current classification, including multiple Runoffs wins. Any adjustments to it are Not Recommended at this time.

2. #32580 (David Boles) Request MkIII VW weight reduction

Thank you for your letter. Adjustments to this vehicle are not recommended at this time. Collected on-vehicle, trap speed, and sector data all shows that the current classification has the potential to be competitive in the class. Since this is a fairly new classification in HP, the PAC would like to see it continue to be developed and campaigned so additional info can be gathered, and its development be monitored.

T2

1. #32311 (Abhi Ghatak) Ginetta G56 GTA - Classification

Thank you for your letter. The Ginetta doesn't meet the intent of the Touring classes - "Touring Category Classes are intended to provide the Membership with the opportunity to compete in commonly-available, recently-produced automobiles in as near the legal, street-driven form of those automobiles as is practically and safely possible under racing circumstances."

The car isn't "commonly available" or "street driven" in the US. It would be a better fit in a GT class.

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. #32040 (Club Racing Board) Forward Facing Camera

In GCR, Section 9.3.11.A. Cars and Equipment, change as follows:

Effective January 1, 2023 "All cars competing at **Regionals, Conference Majors**, 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. The video format must be a digital file so it can be viewed in an MS Windows compatible viewer."

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Taken Care Of

GCR

1. #32118 (Andrew Benagh) Forward Facing Cameras

Thank you for your letter. Please see response to letter # 32040 in current Fastrack.

2. #32603 (Alex Tollefsen) Advocating for Black Flag All Rule Amendment

Thank you for your letter. Please see letter # 32564 in current Fastrack.

T2-T4

1. #30888 (Harley Kaplan) Request allowance for aftermarket suspension components

Thank you for your letter. Please see letter # 32477 in current Fastrack.

What Do You Think

None.

RESUMES

EV General

1. #32542 (Peter Villaume) Resume for consideration

Peter Villaume (Thumper) has been added to the EVAC.

Technical Bulletin

DATE: May 3, 2022

NUMBER: TB 22-06

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 6/1/2022. 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. #32527 (CARL WASSERSLEBEN) 593 carb boot availability and oil pump clarification

In F500, GCR section 9.1.1.D.14.A, change as follows:

"Carburetor mounting ~~shall~~ **must** be of individual runners, **with** no balance pipes, **and** no plenums unless fitted as standard as on the **Rotax** 493 and 593 engines. The use of the intake plenum/resonator on the 493 and the 593 engines is optional. If the intake resonator is removed the resulting holes **MUST** be completely plugged and the plugs must be held in place by appropriate clamps. Plugs may be of any material and must serve no other purpose than to plug the holes originally intended for the resonator. 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, **or Moto Tassinari V-Force 3 Reed Valve System V3124-873B-2 shall must** be used for the 493 and 593 non-HO engines. 38mm intake boots, BPP 420867882 (last 6 digits 867882 are embossed on the boot) **or Moto Tassinari V-Force 3 Reed Valve System V3124-873B-2 shall must** be used for the 2003 593 HO engine, and **38mm intake boots**, BPP 420867879 (last 6 digits 867879 are embossed on the boot) **or Moto Tassinari V-Force 3 Reed Valve System V3124-873B-2 shall must** be used for the 2004-2007 593 HO engines. Supercharging, turbocharging, and direct fuel injection are prohibited."

In F500, GCR section 9.1.1.D.14, add a new section as follows:

"M. The stock oil injection pump, oil lines, and control cables may be removed from all Rotax engines. The oil injection ports may be removed and plugged as necessary."

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FE

1. #32613 (Robey Clark) Update FE/FE2 Tire Rule

In FE, GCR section 9.1.1.I.2.M, change as follows:

"Tires must **be** run **as delivered** in sets of 4 as stated below:"

2. #32669 (Club Racing Board) Master cylinder clarification

In FE, GCR section 9.1.1.I.2.K.c, change as follows:

"Master cylinders ~~must be the~~ Girling type:

Girling ~~F~~ front master cylinder is .700" piston diameter, Part # WM802005

Girling ~~R~~ rear master cylinder is .750" piston diameter, Part # WM802006"

SRF

1. #32614 (Robey Clark) SRF Tire Rule Update

In SRF, GCR section 9.1.8.D.1.X.f, change as follows:

"Tires: **must be run as delivered.**"

2. #32670 (Club Racing Board) Brake, seal, and air filter clarifications

In SRF, GCR section 9.1.8.D.1.X.g, change as follows:

"Brakes: Hawk Blue 9012 pads P/N 801993 must be used. Wilwood vented rotor P/N 800065 shall be used as delivered with no machining of any kind. Minimum thickness ~~13.25~~ **12.20**mm (~~0.522~~ **0.481**"). **The 1985 Renault Alliance solid front rotor (Reference: Bendix PRT1318 or Centrix 121.11004) may be used on front, rear, or both axles, but each axle must be paired to the same type rotor.** Rubber caliper bushings may be replaced with bronze bushings P/N 1196185 or P/N 1196185."

In SRF, GCR section 9.1.8.D.2.H, change as follows:

"No performance ~~M~~ **modifications** of any kind.

SCCA Enterprises' seals shall be intact.

(2) on cam cover, (2) on the oil pan, (1) on the each cam shaft. ~~Automatic Drivetrain Violation if removed.~~"

In SRF, GCR section 9.1.8.D.2.H.23, change as follows:

"Air Filter: P/N WM301020 **or K&N RC-9160**"

GCR

GCR

1. #31928 (James Rogerson) Definition of Aftermarket

In GCR Appendix F – Technical Glossary, O E M - Original Equipment Manufacturer, change as follows:

"~~After Market~~ **Aftermarket** – These parts are usually copied from an OE/**OEM** part but are likely not produced by the same manufacturer. ~~The part may not be identical, but it should offer no distinct advantage over the OE or OEM part other than perhaps a lower price point.~~ **The part shall provide the same functionality as the OE/OEM part.** Documentation from the part manufacturer or other commercial publications may be considered in making a determination as to whether a part qualifies as "~~After Market~~" **aftermarket.**"

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2. #32258 (Scott Malbon) Request to update GCR 5.12.4 ACS-Safety Sections A and C

In GCR, Section 5.12.4. Assistant Chief Steward - Safety, change as follows:

"A. Investigate accidents and forward the originals *or scanned pdf by electronic filing* of all reports, including original releases, to the Sanction/Insurance Department of the SCCA."

"C. Mail *or email* copies of the material sent to the SCCA Sanction/Insurance Department to the Divisional Safety Administrator."

3. #32574 (SCCA Staff) Remove reference to SCCA medical requirements

In GCR Appendix C. Licensing and Types, Section 2.8.B. Full Competition License, change as follows:

"Licenses listed below will be accepted as equivalent to a SCCA Full Competition License at SCCA Regional events ~~if the requirements of AppC.2.1 are met and the license holder is an SCCA member in good standing.~~"

GCR

1. #32684 (SCCA Staff) E&O FPIR Definition

In Appendix F., Technical glossary, make changes as follows under Restrictor, Intake:

"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.~~"

General

None.

Grand Touring

GT3

1. #32149 (Daniel Snow) Correct Fiat Spider Years

In GT3 Cars - FIAT Spec Lines, classify 124 Spider Pinnafarina Spider as follows:

GT3 Cars - FIAT					
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
<i>124 Spider Pinnafarina Spider</i>	<i>66-85</i>	<i>2 Dr.</i>	<i>RWD</i>	<i>89.75</i>	

GTX

1. #32649 (SCCA Staff) Classify 992 GT3 Cup

In GTX, classify the Porsche 992 GT3 Cup Car as follows:

GTX – MISC.					
Make	Model	Engine	Restrictor (mm)	Weight (lbs)	Notes
<i>Porsche</i>	<i>992 GT3 Cup Car</i>	<i>4.0L</i>		<i>2950</i>	

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Improved Touring

None.

Legends Car

None.

Production

1. #32500 (Steve Gaetjens) Subaru BRZ Model Years

In EP Spec Lines, Subaru BRZ (2013), change title changes:

"Subaru BRZ (13 - 20)"

In EP Spec Lines, Toyota Scion FR-S (2013), change title changes:

"Toyota 86 / Scion FR-S (13 - 20)"

Spec Miata

None.

Super Production

None.

Super Touring

None.

Touring

T1

1. #31680 (Tim Myers) Fix FP350S limited prep and Shelby 350 full prep issues

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

"~~70mm~~75mm"

2. #32610 (Mark Boden) Request to Classify AMG GT4

In T1 Spec Lines, classify Mercedes Benz AMG GT4 (2017-2021) as follows:

T1	Maximum Displ.	Min. Weight	Required Restrictor	Engine Notes	Chassis Notes
<i>Mercedes Benz AMG GT4 (2017-2021)</i>	<i>3982cc</i>	<i>3400</i>	<i>HP controlled with required program</i>	<i>SRO Power level 2 2019 map required.</i>	<i>The car must be raced as FIA homologated. Must participate at 3 Super Tour races to establish Runoffs eligibility. Visual verification of "SRO power level 2" on dashboard required. Must conform to DOT tire rule.</i>

T2

1. #32430 (Gamaliel Aguilar-Gamez) BMW M235iR/M240iR Min Weight Clarification

In T2 Spec Lines, BMW M235iR (-2016), change Notes as follows:

"Must conform to WorldChallenge VTS 2/25/2016 rev.2. 240iR/Evo package allowed with 50 lb penalty *permitted*. 240iR *permitted*. Must run DOT tires. ~~EVO package permitted +75 lbs.~~"

2. #32477 (Harley Kaplan) Follow up to Letter 30888

In T2 Spec Lines, BMW E92 M3 (08-14), add to Notes as follows:

"Fall Line Suspension arms permitted- G8X/F8x/E9x M3, E9x M3/E82 1M, E9XM3?E82 1M."

T4

1. #32536 (Kyle Keenan) Request Wider Wheels for Hyundai Tiburon

In T4 Spec Lines, Hyundai Tiburon V-6 (03-08), change Wheel Size as follows:

"17 x ~~7~~*8*"

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CLUB RACING BOARD MINUTES | June 7, 2022

The Club Racing Board met by teleconference on June 7, 2022. Participating were John LaRue, Chairman; David Arken, David Locke, Peter Keane, Sam Henry, Tom Start and Shelly Pritchett, secretary. Also participating were: Chris Albin and Dayle Frame, BoD liaisons; 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

T1

1. #32692 (Touring Committee) Info on the Touring 1 Rules Evolution

The Touring Committee is working with racers and Touring 1 experts to evolve the Touring 1 rules. The new rules are intended to accommodate the majority of the existing T1 cars while creating a place for newer Touring cars. The TAC is preparing a draft of the new category rules (not individual spec lines) and is planning to present them on June 22nd on a T1 Town Hall Zoom call. There will be an opportunity to discuss the draft, and the future of T1 on the T1 Town Hall Zoom call and at the Runoffs Town Hall.

No Action Required

B-Spec

1. #32598 (Steve Introne) BSAC Voting

Thank you for your letter. The SCCA Club Racing Rule Making Process is documented on the SCCA web site under Road Racing Rules; this is not a purely democratic process as you suggest. The Advisory Committees are a key element in the process. In the course of their work, they are often privy to intellectual property which requires confidentiality. The publishing of committee voting could easily lead to pressure being brought to bear on individual committee members putting them in position where they could not explain their vote without breaking confidences. As you can imagine it is nearly impossible to staff an unpaid volunteer committee for a class without people who are deeply invested in that class and who, if lacking integrity, could attempt to benefit from their position of responsibility. The CRB, Board of Directors, and SCCA National Staff are cognizant of this "issue" and monitor BoP and Rule changes accordingly. We are aware it is not a perfect system. Your vigilance and that of all other interested members is appreciated and needed on a case-by-case basis. The governance of individual SCCA Regions and their voting process varies by Region and is not controlled by SCCA. Your concern is noted and appreciated.

General

1. #32462 (Fred Campbell) CRB Resume'

Thank you for your resume. We will retain it on file for future openings.

Not Recommended

B-Spec

1. #32255 (Garret Bowser) Regional Tire Rule Removal

Thank you for your letter. The B-Spec community supported a change to a spec tire which, by means of a contract negotiated between the tire supplier and SCCA, has resulted in decreased costs for all B-Spec competitors. As a result, SCCA and all B-Spec competitors must adhere to the spec tire rule and only utilize the approved Hankook tire. Permitting non-compliant cars to compete ignores the GCR and sets a poor precedent for future agreements with spec component suppliers.

2. #32464 (Gilberto Rivera) Kia Rio and Hyundai Accent Suspension Submission

Thank you for your letter. The current ruleset allowing modified Bilstein B14 kits in addition to the stock suspension AND factory specified kits are sufficient. Additional nonadjustable shock and strut options would be considered on a case-by-case basis ONLY IF the current options are demonstrated to be non-usable due to availability or function.

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3. #32599 (Steve Introne) Mini BOP Change for OEM Catalytic Converter

Thank you for your letter. We are aware of the supply chain issue and are working on potential solutions.

4. #32600 (Steve Introne) Shock Options

Thank you for your letter. Both the Bilstein kit and the KW kit will continue to be acceptable for the MINI. It is not in the interest of the class to sunset parts

F5

1. #32739 (Clint McMahan) Moto Tassinari V-Force 3 Reed Valve System V3124-873B2

Thank you for your letter. Neither the race results nor the AiM data from the 2020 Runoffs shows that the two-cycle platform had a performance advantage over the four-cycle platform. On-track data will be obtained at the June Sprints and Runoffs from various platforms, including any two-cycle cars equipped with the Moto Tassinari part, and adjustments will be made for 2023 if warranted by the data.

GCR

1. #32458 (Laurie Sheppard) Request to remove SM5 References

Thank you for your letter. Even though this is a Regional only class, the SM5 references need to stay in the GCR.

ITB

1. #32367 (Lon Carey) Honda Civic Del Sol Minimum Weight Adjustment Request

Thank you for your letter and your interest in the health of Improved Touring. The 88-90 Civic Sedan that you mention has a lower horsepower rating from the factory than the other cars you listed. For this reason we believe that the Del Sol is correctly classified at its current process weight.

FP

1. #32654 (Michael Kamalian) Request Balance of Performance adjustment - FP Acura

Thank you for your letter. There isn't enough data to warrant a competition adjustment to the Acura Integra's at this time, but the situation will be monitored.

T2

1. #32116 (Jeff Burck) '20 BMW M2 CS Racing With Windows Up

Thank you for your letter. The SCCA's rule is that glass windows cannot be run in the closed position. It is a general safety rule for all classes, and it isn't unique to the touring classes. The Touring committee cannot permit you to run with glass windows up.

2. #32169 (Jeff Burck) SCCA letter 32116 addendum #2

Thank you for your letter. The SCCA's rule is that glass windows cannot be run in the closed position. It is a general safety rule for all classes, and it isn't unique to the touring classes. The Touring committee cannot permit you to run with glass windows up.

T3

1. #31832 (Scott Sewell) Porsche 981 Cayman 3.4L Reclassification Request

Thank you for your letter. The Touring Committee believes that the Cayman would be an overdog in T3, and is capable of being competitive in T2. Please consider asking for allowances that would benefit the current spec line.

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2. #31982 (Luis Goncalves) BRZ/FRS/86 Aero

Thank you for your letter. We are sorry about the added expense. The only reason that the BRZ is given a wing, which is unique in T3, is that the BRZ TS came with that specific one. Requiring the OEM part is consistent with all other wings that exist in T3.

T4

1. #32135 (John Paul Jose) Request to Better Match Allowed Wheel Width to Allowed Tire Width

Thank you for your letter. The BMW 320i is very competitive in T4, and a wheel allowance would make it too fast for the class. If you'd like to run a wider wheel please see letter # 32691 in current Fastrack, where we created a T3 classification. The TAC members believe the 320i should be an excellent T3 car.

2. #32655 (Josh Smith) Mazda Motorsports Torsen LSD NC MX-5 (2006-2015)

Thank you for your letter. Under the current rules, racers can use any non-OEM LSD with a 50lb penalty. If OEM isn't available, performance alternatives are an option.

Recommended Items

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

B-Spec

1. #32415 (Jonathan Wickert) Bump Stops Optional in B-Spec

In B-Spec Category Specifications, GCR Section 9.1.10.E.36., change as follows:

"Suspension: competitors may use the OEM suspension, ~~any part of the manufacturer upgraded suspension kit~~ *the specific suspension kit approved on the spec line* or any B14 Bilstein shock or strut with no modifications except as required for mounting *or to achieve allowed camber. Any camber plate may be used, but may not alter caster. Caster shall be within factory specification.* Any part required to adapt the B14's to the car must be submitted for approval by the CRB and added to the individual spec line. Any spring, *including 'helper' or 'tender' springs*, up to a maximum spring rate of 500 pounds may be used. Spring are allowed to be strapped or zip tied to the body. The purpose of the strap should be to keep the spring in place when the axle goes into rebound. The strap can serve no other function. *Bump stops may be deleted but cannot be modified or substituted and shall serve no other purpose.* Adjustable sway bar end links may be used on all cars. ~~Front~~ Sway bars may be disconnected and removed."

Taken Care Of

B-Spec

1. #32567 (Steve Kaster) Allow brake ducting

Thank you for your letter. Please see letter # 31395 in the May Fastrack.

2. #32596 (Steve Introne) Input on B-Spec Brake Ducts

Thank you for your letter. Please see letter # 31395 in the May Fastrack.

3. #32618 (Ali Naimi) Request open tires for Regional and schools

Thank you for your letter. Please see letter # 32255 in the current Fastrack.

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GT2

1. #32643 (Greg Anthony) Request to lower base weight of BMW E46 M3 with 5.0 liter V-8

Thank you for your letter. The CRB will install data boxes on these cars so that their performance may be monitored.

FP

1. #32658 (Perry Simonds) Request BOP for Acura Integra's

Thank you for your letter. Please see response to Letter #32654.

2. #32659 (Tom Campbell) Request to Slow the Acura

Thank you for your letter. Please see response to Letter #32654.

3. #32665 (Mason Workman) Request Balance of Performance Adjustment - FP Acura

Thank you for your letter. Please see response to Letter #32654.

4. #32667 (Stephen Simonds) Request FP Acura BoP

Thank you for your letter. Please see response to Letter #32654.

5. #32677 (Wade McBride) Request BoP FP Integra power

Thank you for your letter. Please see response to Letter #32654.

Prod General

1. #32686 (Donald Ahrens) Controlling Cost

Thank you for your letter. Please see response to Letter #31542 in the January 2022 Fastrack.

T2

1. #32127 (Jeff Burck) Addendum to SCCA letter 32116 dated 1/20/22

Thank you for your letter. Please see letter # 32116 in current Fastrack.

2. #32465 (Gamaliel Aguilar-Gamez) BMW M235iR/M240iR Minimum Weight Change Request Touring 2

Thank you for your letter. Please see letter # 32430 in June 2022 Fastrack.

T2-T4

1. #32568 (Scott Sewell) Request 2015 Cayman Reclassification

Thank you for your letter. Please see letter # 31832 in current Fastrack.

T3

1. #32426 (Luis Goncalves) FRS/BRZ/86 TS Spec

Thank you for your letter. Please see letter # 31982 in current Fastrack.

What Do You Think

None.

RESUMES

None.

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EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

DATE: June 7, 2022

NUMBER: TB 22-07

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 7/1/2022. 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

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

In AS Restricted Prep. 6.0L V8 (Aluminum block, Aluminum heads), change notes as follows:

"Tire Size 295, add 50 lbs."

B-Spec

None.

Electric Vehicle

None.

Formula/Sports Racing

FC

1. #32761 (Formula/Sports Racing Committee) Add Specification to Performance Electronics ECU for Ford Zetec

In FC, GCR section 9.1.1.B.16.j, change as follows:

"ECU: Either the Pectel T2 ECU or the Performance Electronics ~~PE-3~~ **PE3-8400** ECU is required. Cars that use the Pectel T2 ECU must have an accessible and operable communications port for a stereo jack; cars that use the ~~PE-3~~ **PE3-8400** ECU must have an accessible and operable communications port for an ethernet connection. The SCCA tune-file/map for the Pectel T2 and ~~PE-3~~ **PE3-8400** on the official SCCA website is required. The ~~PE-3~~ **PE3-8400** tune-file/map must be loaded with ~~PE-3~~ **PE3-8400** Monitor firmware V3.04.3550. Competitors may be required to cycle the master switch to kill the engine at the request of a steward on the grid before a qualifying session or race."

F5

1. #32743 (Club Racing Board) Clarify stepped exhaust header references

In F500, GCR section 9.1.1.D.15.G, add the following:

"The exhaust system and exhaust manifold are unrestricted, within SCCA safety regulations, except that stepped **diameter** exhaust headers are not allowed. *This prohibition does not include the exhaust flange area immediately adjacent to the cylinder head.*"

In F500 Engine Table, Honda CBR600RR, Suzuki GSXR600, and Yamaha R6 spec lines, add the following:

"Stepped **diameter** exhaust headers are not allowed"

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FX

1. #32745 (Formula/Sports Racing Committee) Formula Renault 2.0 (10-17) Intake Restrictor

In FX Table 1, Formula Renault 2.0 (10-17) spec line, change the notes as follows:

*"The CRB may require a Flat Plate Intake Restrictor or reclassify the car at any time **45mm Flat Plate Intake Restrictor is required. Fairings before or after the restrictor are prohibited.**"*

2. #32767 (Formula/Sports Racing Committee) Allow Performance Electronics PE3-8400 for USF2000 MZR

In FX Table 1, USF2000 Tube Frame spec line, add to the notes as follows:

"ECU: Either the Pectel T2 ECU or the Performance Electronics PE3-8400 is required. Cars that use the Pectel T2 ECU must have an accessible and operable communications port for a stereo jack; cars that use the PE3-8400 ECU must have an accessible and operable communications port for an ethernet connection. The SCCA tune-file/map for the Pectel T2 and PE3-8400 on the official SCCA website is required. The PE3-8400 tune-file/map must be loaded with PE3-8400 Monitor firmware V3.04.50. Competitors may be required to cycle the master switch to kill the engine at the request of a steward on the grid before a qualifying session or race."

GCR

GCR

1. #32283 (SCCA Staff) Appendix C Remove Novice Permit Passport Photo Requirement

In GCR Appendix C. Licensing and Types, Section 2.7.A, change as follows:

*"After submitting the required materials, an applicant will receive ~~his~~**their** Novice Permit, **applicant must attach with one photo attached minimum size 2" x 2"**. The permit must be presented at each Drivers' School and subsequent SCCA he Permit must be presented at each Drivers' School and subsequent SCCA races until replaced by a Full Competition License or Vintage. The requirement of AppC.2.55.C. may be waived by the Division Driver Licensing Administrator. "*

In GCR Appendix C, Table 1, Novice Permit, change Other as follows:

"~~2 Passport Photos~~ Minimum size 2"x 2" photo + Proof of Age + Operator's Permit/ State Driver's License allowing solo motor vehicle operation."

General

None.

Grand Touring

GT3

1. #32776 (Club Racing Board) Correct Model GT3 - Fiat

In GT3 Spec Lines, Cars - Fiat, change model as follows:

*"124 Spider ~~Pinnafarina~~**Pininfarina** Spider"*

Improved Touring

ITC

1. #32696 (Matt Wolfe) ABS Weight Penalty for ITC

In IT Category Specifications, GCR Section 9.1.3.D.7.d, add to Chart as follows:

Class: **"ITC"**

Additional Weight Required: **"4%"**

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IT

1. #32441 (Kevin Duffy) Request for Porsche 924S Reclassification to ITA

In ITA Spec Lines, classify Porsche 924S (86-88) as follows:

ITA	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Weight (lbs)	Notes:
Porsche 924S (86-88)	4Cyl	100x78.9 2479	2865	

In ITS Spec Lines, classify Porsche 944 (2V) (83-88) as follows:

ITS	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Weight (lbs)	Notes:
Porsche 944 (2V) (83-88)	4Cyl	100x78.9 2479	2865	

Legends Car

None.

Production

None.

Spec Miata

None.

Super Production

None.

Super Touring

STU

1. #32711 (Super Touring Committee) Error in new minimum weight table when combined with other text

In STU Specifications, GCR Section 9.1.4.1.H., eliminate the following in its entirety and renumber:

~~"2. Normally aspirated engines with stock displacement 2976cc-3200cc that breathe through a single throttle body may reduce base engine weight 10%."~~

2. #32713 (Super Touring Committee) Redundant Language in May GCR

In ST, GCR Section 9.1.4.G.29, change as follows:

~~"Any engine balance shafts and associated gears or pulleys may be removed and the resulting openings plugged (including those in oil passages). Alternate pulleys or gears, of the same number as stock, may be installed in the location of the balance shaft pulleys or gears if required for timing belt or chain operation; they must serve no other purpose. Any engine balance shafts and associated gears or pulleys may be removed and the resulting openings plugged (including those in oil passages). Alternate pulleys or gears, of the same number as stock, may be installed in the location of the balance shaft pulleys or gears if required for timing belt or chain operation; they must serve no other purpose."~~

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Touring

T3

1. #32691 (Touring Committee) Classify Car

In T3 Spec Lines, classify BMW 320i (14 - 15) 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:
BMW 320i (14-15)	83.8 x 88.9 1997	2819	18 x 10	(F) 255 (R) 275	3.50, 2.01, 1.31, 1.00, 0.81, 0.70	3.08	(F) 313 (R) 300	3050	36mm TIR required. 800 lb springs allowed Sway bars up to 32mm. Sport Package (except wheels) allowed. GFB T9357 aluminum diverter valve allowed.

2. #32703 (Touring Committee) 2022 BRZ Sway bar and lip spoiler.

In T3 Spec Lines, Subaru BRZ (2022-), add to Notes as follows:

"Any spring up to 750 F/R permitted. Front strut tower brace permitted. SPC rear lower control arms permitted. Cold air intake allowed. Subaru brake parts 26292CA070 & 26292CA060 allowed with 100 lb penalty. *Sway bars permitted 25m (f) max, 22mm (r) Max. OEM Trunk Spoiler permitted- E7210CC000.*"

In T3 Spec Lines, Toyota 86 (2022-), change as follows:

Car: "Toyota GR86 (2022-)"

Notes: "Any spring up to 750 F/R permitted. Front strut tower brace permitted. SPC rear lower control arms permitted. Cold air intake allowed. Toyota brake parts SU003- 07197 & SU003-07198 allowed with 100 lb penalty. *Sway bars permitted 25m (f) max, 22mm (r) Max. Trunk Spoiler permitted- E7210CC000.*"

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS Michael West vs. CSA COA Ref. No. 22-04-NP June 22, 2022

FACTS IN BRIEF

Following the Sunday, May 15, 2022, Group 6 Hoosier Super Tour race at Portland International Raceway, post-race impound included inspection of the “Flat Plate Intake Restrictors (restrictor plates)” on all Touring 4 (T4) competition vehicles. Scott Schmidt, Super Tour Series Tech Chief and Gordon Jones, Portland Super Tour Event Tech Chief, determined Oscar Jackson’s T4 Mazda RX8 #18’s restrictor plate thickness was beyond the 0.250-inch maximum thickness specification stated in General Competition Rules (GCR) Appendix F, Flat Plate Inlet Restrictor, page 129. Mr. Schmidt completed a Technical Inspection Report (TIR) and submitted it to Michael West, Super Tour Race Director, who penalized Mr. Jackson by moving him from 2nd place finishing position to last finishing position in class.

Subsequent to the event, Mr. West was notified by Rick Harris, SCCA Road Racing Technical Manager, of a conflict in the GCR affecting Mr. West’s decision to penalize Mr. Jackson. Mr. West therefore filed an appeal on behalf of Mr. Jackson.

DATES OF THE COURT

The SCCA Court of Appeals (COA) Costa Dunias, Bev Heilicher, and James Foyle (Chairman) met on June 6, 2022, to review, hear, and render a decision on the appeal.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Official Observer’s Report and Action Documents, received May 31, 2022.
2. Rick Harris E & O email letter request to the Club Racing Board, dated May 17, 2022.
3. John LaRue email reply to Rick Harris, dated May 17, 2022.
4. Rick Harris email to John LaRue, dated May 17, 2022.
5. Appeal letter from Super Tour Race Director Michael West, dated May 22, 2022.

FINDINGS

Super Tour Race Director West is appealing the decision he made based on facts not in evidence at the event. While this scenario is unusual, the COA finds per GCR 8.4.1. (Right to Appeal), “The Race Director or Chief Steward of an event has the right to appeal any decision or penalty imposed.” Further, due to new, clarifying information

received regarding the original action, it is appropriate to allow Mr. West's appeal to be heard.

On Tuesday, May 17, 2022, David Mead, car owner/builder of T4 #18, contacted Rick Harris, Road Racing Technical Manager, for a rule clarification. Mr. Mead stated he relied on the "Restrictor, Intake" definition in GCR Appendix F, Pages 134 and 135, which states a 0.060-inch minimum thickness, but no maximum thickness is noted. The "Flat Plate Intake Restrictor" definition relied upon by Mr. Schmidt specifies a maximum thickness of 0.250in.

Following a review of the two GCR rules in question, Mr. Harris concluded the two rules state conflicting dimensions for the same part. Mr. Harris contacted John LaRue, Club Racing Board Chair, and provided his findings. Mr. LaRue agreed the General Competition Rules are in conflict and will be corrected via the Errors and Omissions procedure. That process is already underway. He also advised the CSA penalty should be rescinded.

The COA acknowledges the inspections and subsequent actions taken by all parties at the Hoosier Super Tour event were authorized by the GCR and the decisions made were based on the information available to them at the time.

The COA agrees conflicting GCR definitions were found (Appendix F, page 129 and Appendix F, pages 134 and 135) as reported by David Mead and confirmed by Rick Harris and John LaRue. The COA finds the basis for the penalty against Mr. Jackson is negated due to the inconsistency in the rules available to builders and competitors.

DECISION

The COA overturns the CSA penalty in its entirety. Mr. Jackson's finishing position is restored and all prizes, awards, and points will be reinstated. Mr. West's appeal is well founded, and his entire appeal fee will be returned.

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CLUB RACING BOARD MINUTES | July 5, 2022

The Club Racing Board met by teleconference on July 5, 2022. Participating were John LaRue, Chairman; David Arken, David Locke, Peter Keane, Sam Henry, Tom Start, Tony Ave and Shelly Pritchett, secretary. Also participating were: Dayle Frame, BoD liaison; 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

GTL

1. #32948 (Grand Touring Committee) Member input for newer (modern) engines in GTL

The GT Advisory Committee is asking for help and ideas for "Modern Engines 1.9L and under" either "Full Prep" or "Limited Prep" that we can add to GTL! Please send suggestions and Spec's!

No Action Required

FX

1. #32977 (Robert Noell) FX help for Runoffs Please!!!!

Thank you for your letter. The Club Racing Board does not recommend a 20 lb. weight reduction for the 2010-2017 Formula Renault 2.0 based upon structural concerns. The car is presently being raced at a weight above the applicable minimum weight. Regarding the request for a weight reduction for the Formula Mazda, please see the response to letter #33010 in this Fastrack's Technical Bulletin.

2. #32980 (Robert Noell) Letter # 32977

Thank you for your letter. Please see the response to letter #33010 in this Fastrack's Technical Bulletin.

T1

1. #32492 (Jack Hidley) Mustang Rule Misprint and Clarification Questions

Thank you for your letter. The current (about to expire) T1 FP rules do not date the chassis. So, theoretically, any Mustang chassis can be used. The "OEM" designation implied that the car was all stock, without any of the durability allowances. The future rules will allow durability parts on all spec lines.

Not Recommended

FA

1. #32845 (Cody Towns) Formula Renault 2.0 in FA Class

Thank you for your letter. The Club Racing Board does not recommend this change. The 2010-2017 Formula Renault 2.0 is classified in FX because its power and performance are below the level envisioned for classification in FA. The FA class is intended to be the premier open-wheel category in the Road Racing program, and the class philosophy is not to classify cars that could not be competitive in FA. The FX class was expressly created to accept open-wheel cars such as the Formula Renault 2.0 with modest power and performance that are below the level of cars classified in FA.

GT2

1. #32687 (Dan Mayer) Re-Classify 84 944 Am I in the right Class?

Thank you for your letter. Your current 2.7L engine does not appear to be built to take advantage of the full GT rules.

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GTL

1. #32672 (Peter Zekert) Monitor and Adjust small bore (under 1.4L) in GTLite

Thank you for your letter. One of your requests is not recommended, however, please see the "What do you think" letter #32948 that are in response to your other requests.

ITS

1. #32541 (Josh Smith) Request to class Spec MX-5 in ITS

Thank you for providing the vehicle specifications for Spec MX-5, these details have confirmed for us that the car is not compatible with Improved Touring. We do not allow alternate hubs, suspension parts, headlight covers, or alternate flywheels. In addition, the spec cylinder head is non-compliant. We wish you luck in finding a good fit for the cars to double dip. We might suggest STU as a candidate. Also, most regions do have regional only catch all type classes that we are sure the cars would be welcomed.

SM

1. #29866 (Tom Sager) Front Sway Bars

Thank you for your letter. A comprehensive look at BOP for all model years is ongoing. The request for additional sway bar options will be considered in the larger BOP picture.

2. #31835 (Gale Corley) Request for Alternate Hard Tops

Thank you for your letter. Mazda Motorsports is currently looking into options for an alternative top that weighs the same and has the same profile as the OEM top.

Allowing any aftermarket hard top is not consistent with class philosophy due to potential performance advantages either through weight reduction or aerodynamic benefit from shape.

We will continue to work with Mazda their solution and update the community once completed.

3. #32453 (Marc Cefalo) Variable Inertial Charging System check valve reliability issue

Thank you for your letter. The part number referenced in your letter has been superseded by Mazda with a different updated part.

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 rule Fchange 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. #32740 (SCCA Staff) 3.1.1.E. Clarify regional classes at Conf Majors

In GCR 3.EVENTS, Section 3.1.1.E., change as follows:

"1. All ~~Majors~~ Runoffs-eligible classes will be included in Conference and Super Tour events.

2. *Regional classes may be included in Majors run groups at Conference Majors events only. See also 3.1.1.F.2.b.* ~~Run groups comprised of non-Runoffs-eligible classes may be included in U.S. Majors Tour Conference events to encourage participation."~~

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Taken Care Of

GT2

1. #32444 (Tony Colicchio) Allow composite doors for BMW E36/46 cars following GT2-ST rules

Thank you for your letter. Please see letter #32682 in current Fastrack.

2. #32476 (Tristan Littlehale) Allow any GT2 Vehicle to Run ABS With a 100lb Penalty

Thank you for your letter. Please see response to letter #32457 posted in the June Fastrack.

3. #32479 (Ian Barberi) Request ABS With a 100lb. Penalty

Thank you for your letter. Please see response to letter #32457 posted in the June Fastrack.

4. #32505 (Sean Wheeler) Option for Factory Installed OEM ABS Systems With Weight Penalty

Thank you for your letter. Please see response to letter #32457 posted in the June Fastrack.

5. #32683 (Tony Colicchio) More info for letter #32444

Thank you for your letter. Please see letter #32682 in current Fastrack.

What Do You Think

None.

RESUMES

1. #31061 (Justin Crickenberger) Request to Join SMAC

Thank you for your interest in the SMAC. All positions are currently filled, but we will keep your name on file for future consideration.

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DATE: July 5, 2022

NUMBER: TB 22-08

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 8/1/2022. 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. #32769 (Chris Taylor) Request new Mazda Rear Swaybar

In B-Spec Spec Lines, Mazda2 (10-14), add to Notes as follows:

"Rear sway bar 0000-04-2203-RR *or 0000-04-2312.*"

Electric Vehicle

None.

Formula/Sports Racing

F5

1. #32695 (Carl Wassersleben) Ensure availability of ECU for Rotax engines

In F500, GCR section 9.1.1.D.14, add a new section as follows:

"N. Alternate ECU for Rotax engines: The use of the Ingi Tech Sparker ignition part number DCP-CDI-P2 is permitted."

FX

1. #32823 (EJ Korecky) Pro Formula F2000/USF2000 Transmission E&O

In FX Table 1, Pro Formula F2000 Tube Frame spec line, change as follows:

"Up to ~~5~~4 Fforward ~~G~~gears, ~~L~~limited ~~S~~slip ~~D~~ifferential (sequential ~~C~~carries a 25 lb. ~~W~~weight ~~P~~penalty)"

2. #33010 (Formula/Sports Racing Committee) Formula Mazda Minimum Weight

In FX Table 1, Formula Mazda spec line, add to the notes as follows:

"The following exception applies: Minimum weight is 1270 lb."

3. #33011 (Formula/Sports Racing Committee) Formula Mazda Spec Line E&O Corrections

In FX Table 1, Formula Mazda spec line, change the engine as follows:

"Six (6) port Mazda 13B ~~or four (4) port Mazda Renesis~~"

In FX Table 1, Formula Mazda spec line, change the weight as follows:

~~"1350 with six (6) port 13B, 1400 with four (4) port Renesis"~~ *See notes*

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P1

1. #32964 (Club Racing Board) Clarify authorization to use flat plate intake restrictor

In P1, GCR section 9.1.8.B.J.7, add the following:

"On 4-cycle *motorcycle-based* engines equipped with individual throttle bodies, individual flat plate intake restrictors must be installed within 4 inches of the primary butterfly throttle shaft or centerline on the intake side of the individual throttle body's primary butterfly."

GCR

None.

General

None.

Grand Touring

GT1

1. #32763 (Tony Ave) GT-1/TransAm rules simplification/modernizing

In GT1 Category Specifications, GCR Section 9.1.2.D.8.a. add the following:

"7. Current Trans Am bodywork is allowed with a 100lb. weight penalty."

GT2

1. #32682 (Tony Colicchio) Information requested for carbon roofs on BMW E36/E46 cars in GT2

In GT2/ST Spec Lines, add to Notes the following:

"Lang Racing

E46 carbon roof part number E46-2DR-CFROOF

2M Automotive

E46 coupe SKU: 2ME46CR1x1 (coupe 1x1 weave)

E46 coupe SKU: 2ME46CR2x2 (coupe 2x2 weave)

E46 sedan SKU: 2ME46SR1x1 (sedan 1x1 weave)

E46 sedan SKU: 2ME46SR2x2 (sedan 2x2 weave)

E36 coupe SKU: 2ME36CR1x1 (coupe 1x1 weave)

E36 coupe SKU: 2ME36CR2x2 (coupe 2x2 weave)

Flossmann, the maker of the approved GT2-ST body kit makes carbon doors for the E46 model

E46: <https://www.flossmann-motorsport.com/en/3-series/e46-gtr/>

In the US, MA Shaw a company that also builds BMW body kits has both E36 and E46 carbon/composite door offerings

E36/E46: https://www.mashaw.com/html/product_info_BMW.html

2. #32698 (Ian Barberi) Request to Allow the 95mm S54 BMW Crankshaft in GT2-ST

In GT2/ST Spec Lines, BMW E46 M3 & E36 / BMW Z3 / BMW 5000cc V8, add to Notes the following:

"95mm S54 crankshaft @ +150lbs. Lang Racing part# S54-95mm-Stroker-Crk."

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3. #32805 (Tony Ave) Request to classify Audi R8 FIA GT4 to GT2

In GT2 Spec Lines, classify AUDI R8 GT4 as follows:

GT2	Maximum Displacement	Minimum Weight	Restrictor	Notes
<i>AUDI R8 GT4</i>	<i>5.2L</i>	<i>3000</i>	<i>Per factory specs.</i>	<i>Must have GT4 rules in possession at all race events.</i>

GT3

1. #32648 (David Muramoto) SR20VET Engine Option Request

In GT3 Engines, Nissan, classify SR20VET Limited Prep-Turbocharged OEM Engine as follows:

GT3 Engines - NISSAN									
Engine Family	Engine Type	Bore (mm)	Stroke (mm)	Disp. (cc)	Head Type	Valves / Cyl.	Fuel Induction	Weight (lbs)	Notes
<i>SR20VET Limited Prep-Turbocharged OEM Engine</i>	<i>DOHC</i>	<i>86.00</i>	<i>86.00</i>	<i>1998</i>	<i>Alum, Crossflow</i>	<i>4</i>	<i>TURBO</i>	<i>2060</i>	<i>Garrett GT2560LS Turbo only. OEM "stock" ECU only.</i>

Improved Touring

None.

Legends Car

None.

Production

None.

Spec Miata

None.

Super Production

None.

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Super Touring

STU

1. #32668 (Raymond Philibert) Request Mazda 13 B turbo

In STU Spec Lines, Table B: Alternate Vehicle and Engine Allowance, classify Mazda 13 B Turbo as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>Mazda 13B Turbo</i>	<i>N/A</i>	<i>Chart</i>	<i>Limited to Streetport only. Stock turbos are not allowed; only alternative turbos listed in the STU rules are allowed.</i>

2. #32733 (Patrick Lipsinic) Hood Vents and Intercooler Scoops

In STU, GCR section 9.1.4.1.A.2., add as follows:

"Louver vents that are OEM do not count in the number of vents allowed or 200 square inch allowance."

3. #32808 (Bjorn Stange) Non 4 valve weight reduction removed

In STU Specifications, GCR Section 9.1.4.1.H.1., change Chart as follows:

"Factory Engine Displacement (cc) - 2400

Minimum Weight (lbs) - ~~2596~~2595"

In STU Specifications, GCR Section 9.1.4.1.H.1., add the following:

"Normally-aspirated engines of fewer than 4 valves per cylinder may reduce base engine weight 9%."

In STU Specifications, GCR Section 9.1.4.1.H., remove the following and renumber:

~~"4. All Direct Injected (DI) Turbocharged engines will be limited in preparation. DI Turbo engines must use OEM compression ratios, OEM camshaft lift, and may not port the cylinder head."~~

Touring

T1

1. #32824 (Clark Nunes) Correct Camaro Spec Line From Letter #30791 response to 3475lbs

In T1 Spec Lines, Cadillac CTS/CTS-V Chevrolet Camaro Pontiac Firebird Pontiac GTO 6162 OEM, change Min. Weight as follows:

~~"3500~~3475"

T4

1. #32795 (Chris Taylor) 04-09 Mazda3 Balance Shaft Delete Kit

In T4 Spec Lines, Mazda3 s (04-09), add to Notes the following:

"Corksport balance shaft delete part# GEN-6-504-10 permitted."

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS Zackary Barfield vs. SOM COA Ref. No. 22-05-SE July 15, 2022

FACTS IN BRIEF

Following the Spec Miata (SM) race on Saturday, June 4, 2022, on the Sebring International Short Course, Noah Harmon, driver of SM #168 filed a protest against Zackary Barfield, driver of SM #107, alleging a violation of General Competition Rules (GCR) 6.11.1.D. (Responsibilities of the overtaking and overtaken driver) for side-to-side contact on two separate corners (Turns 8 and 2, chronologically) during the race.

The Stewards of the Meeting (SOM) Phil Croyle, Pedro Prado, and Mark Russell (Chairman) met to hear and rule on the Protest. The SOM determined Mr. Barfield violated GCR 6.11.1.D. and penalized him with a "Chief Steward's probation" of two race weekends, with no points assessed against his license.

Mr. Barfield appealed the decision regarding the Turn 8 incident.

DATES OF THE COURT

The Court of Appeals (COA) James Foyle, Jack Kish, and Jeffrey Niess (Chairman) met on June 30, 2022, to review, hear, and render a decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Request for Appeal from Zackary Barfield, received June 13, 2022.
2. Official Observer's Report and related documents, received June 17, 2022.
3. Videos from Mr. Clemons; and Mr. Barfield, received June 17, 2022.

FINDINGS

In his appeal Mr. Barfield states GCR Appendix P. (unspecified section) was misapplied and alleges the first side-to-side contact (T8) was the responsibility of Car #168 (Mr. Harmon).

The SOM interviewed Mr. Harmon, Mr. Barfield, reviewed a witness statement, and videos. The COA reviewed the documentation provided by the SOM, including a protest summary, a witness statement, and four in-car videos (two of which were submitted to the SOM during their investigation and two from Mr. Barfield that were not viewed by the SOM because they could not be opened by the SOM during their investigation).

In reviewing the contact in T8 between Cars #107 and #168, the COA notes Car #168 was trailing Car #107 out of T7 and into T8. In the braking zone for T8, Car #168 moved left from behind Car #107 and attempted an inside pass. The nose of Car #168 was up to the A pillar of Car #107 when Car #107 turned left into T8. The cars made side-to-side contact at the apex of T8 (left side of Car #107 and the right side of Car #168, with neither car ahead of the other at the point of contact), causing Car #107 to rebound right and go four wheels off course at the exit of T8.

The second contact in Turn 2 is not disputed by Mr. Barfield; however, he alleges his car developed “a push” due to the first contact with Car #168 in T8 which “was a factor” in the second contact with Car #168. The COA notes that Mr. Barfield completed numerous right and left turns prior to this second contact with Car #168, during which he could have assessed his car’s steering and handling status.

The COA finds the SOM correctly applied GCR 6.11.1.D. (responsibilities of both the overtaking driver and overtaken driver to be aware of each other and provide racing room). There was sufficient evidence that Mr. Barfield should have been aware that Car #168 was to his left and should have provided racing room and not impeded Car #168. The COA notes citation of Appendix P. in the penalty and appeal, and reminds all parties Appendix P. contains guidelines, not rules. Guidelines are not a basis for penalties and are not appealable.

The COA notes the 2022 Road Racing Penalty Guidelines refers to “Chief Steward’s probation”, indicating a probation penalty assessed by a Chief Steward. GCR 5.12.1.A. (Powers of the SOM) does not grant the SOM authority to penalize a driver with a Chief Steward’s probation. Further, the COA recognizes a probation assigned by a Chief Steward does not incur penalty points; however, the COA affirms GCR 7.4.A. requires penalty points for penalties assessed by the SOM.

DECISION

The COA upholds the SOM decision with modifications. The COA assesses Mr. Barfield 3 penalty points against his license and upholds the SOM penalty of probation for two race weekends (GCR Section 7.4.A.7.). Mr. Barfield’s appeal is well founded, and his appeal fee, less the administrative portion retained by SCCA, will be returned.

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS James Goughary vs. SOM COA Ref. No. 22-06-NE July 20, 2022

FACTS IN BRIEF

Following the Sunday, June 5, 2022, Spec Racer Ford 3 (SRF3) Race 2 of the Hoosier Super Tour at Watkins Glen International, Doug Nickel, Race Director (RD), filed a Request for Action (RFA) to investigate contact at Turn 7 resulting in a change of position between SRF3 #99, driven by Caleb Shrader, and SRF3 #68, driven by James Goughary, for possible violation of General Competition Rules (GCR) 6.11.1. (On Course Driver Conduct.)

The Stewards of the Meeting (SOM) Ken Blackburn, Chris Current, Phil Kelley, and Russ Gardner (Chairman) met to hear and rule on the RFA. The SOM determined Mr. Goughary violated GCR 6.11.1.A. and B. (Rules of the Road) and penalized him with loss of two positions in class and two points against his license.

Mr. Goughary appealed the decision.

DATES OF THE COURT

The Court of Appeals (COA), Beverly Heilicher, Jack Kish, and Costa Dunias (Chairman) met on July 14, 2022, to review, hear, and render a decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Request for Appeal from Jim Goughary, received June 30, 2022.
2. Official Observer's Report and related documents, received June 30, 2022.
3. Video from Sandy Satullo, received June 30, 2022.
4. Letter from Race Director Doug Nickel, received July 11, 2022.

FINDINGS

In his appeal, Mr. Goughary states he was never afforded the opportunity to review any of the video from the driver, witnesses, or others and further argued GCR 6.11.1.A. simply states, "Drivers are responsible to avoid physical contact between cars on the track." He cites GCR Appendix P. (Racing Room Guidelines) and contends the car-to-car contact was the shared responsibility of both drivers. He asserts he did not violate GCR 6.11.1.A. and B., thus the penalty should be removed.

The COA reviewed the documentation provided by the SOM, including witness statements and in-car video from Mr. Satullo, a following car, submitted to the SOM.

The COA also reviewed two edited frame-by-frame segments from Mr. Satullo's video with commentary, submitted by Mr. Goughary with his appeal.

The COA finds on the last lap, upon entering the braking zone for right hand Turn 7, Mr. Goughary (Car #68) made a late move to the right of Mr. Shrader (Car #99) and pulled alongside Car #99. The momentum from the late braking move carried Car #68 past the turn in point and out towards the left edge of the track where he subsequently contacted Car #99 side-to-side, denying Car #99 racing room. The contact forced both cars to lose enough momentum that they were passed by the third-place car of Mr. Satullo (Car #07). Car #68 repassed Car #07 later in the lap, regaining first position before the finish line. Mr. Satullo finished 2nd and Mr. Shrader finished 3rd.

The COA finds Mr. Goughary is responsible for the contact. The SOM ruling was based on clear and convincing evidence. The COA reminds all that videos submitted to and reviewed by the SOM are not their property to share and may only be shared by the provider.

DECISION

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

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS George F. Badger, III vs. SOM COA Ref. No. 22-07-GL July 28, 2022

FACTS IN BRIEF

Following the Group 3 race on Sunday, June 12, 2022, at the Great Lakes Race of Champions held at Mid-Ohio Sports Car Course, Michael Helm, driver of GT-Lite (GTL) #11 filed a protest against George Badger, III, driver of B-Spec #00, alleging a violation of General Competition Rules (GCR) 6.11.1.A., B., C., and D. (On Course Driver Conduct) for contact at the keyhole (Turn 2).

The Stewards of the Meeting (SOM) Maurice LaFond, Donna McDonaugh, Ken Paton, Tom VanCamp, and Duane Harrington (Chairman) met to hear and rule on the Protest. The SOM determined Mr. Badger violated GCR 6.1.11.1.A., B., C., and D. and penalized him with a reprimand with one point assessed against his license.

Mr. Badger appealed the decision.

DATES OF THE COURT

The Court of Appeals (COA) Jack Kish, Jeffrey Niess, and Bev Heilicher (Chairman) met on July 14, 2022, to review, hear and render a decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Request to Appeal from George Badger, submitted June 21, 2022.
2. Official Observer's Report and related documents, received July 7, 2022.
3. Videos from Mr. Helm and Mr. Badger, received July 7, 2022.

FINDINGS

In his appeal, Mr. Badger referenced GCR 6.11.1.D. "The overtaking driver is responsible for the decision to pass another car and to accomplish it safely. The overtaken driver is responsible to be aware that he is being passed and not to impede or block the overtaking car." He also referred to Appendix P. Item #2 and Figure #1 saying, "The overtaking car (the car attempting a pass) must get into the peripheral vision (up to the A-pillar) of the lead car (the car being passed) in the brake zone before the lead car turns for the corner."

The COA reviewed the documentation provided by the SOM, witness statements, and Mr. Helm's in-car video. Additionally, Mr. Badger presented his in-car video that was not able to be viewed by the SOM. The COA reviewed it as new evidence.

In reviewing the contact between Mr. Helm (Car #11) and Mr. Badger (Car #00) in both in-car videos, the COA determined Mr. Badger knew faster cars were coming, held his line, and provided Mr. Helm ample racing room. The COA also notes Mr. Helm altered his racing line from previous laps and his car understeered when trying to complete his pass, leading to the contact with Car #00.

The COA finds the videos and witness statements do not support the SOM's decision and Mr. Badger is not in violation of GCR 6.11.1.A., B., C., and D.

DECISION

The COA overturns the SOM's decision in its entirety. The reprimand and the one point assessed will be removed from Mr. Badger's competition license. His appeal is well founded and his appeal fee, less the administrative portion retained by the SCCA, will be returned.