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

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 Kloepfer) 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* ~~C~~*c*oil 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~~*U*nless 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.~~19~~*2.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.
- S~~S~~ee 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 2.3LHigh Output 4 cyl. Turbo	NA	1825	
Radical	RXC Spyder	Ford Ecoboost 3.5LV6 Turbo / RPE 2.7L V8	NA	2400	
Radical	RXC 600R	Ford Ecoboost 3.5LV6 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 foundhere: 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 Stewarts 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 Muise) GCR Committee Resume: Richard Muise
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.

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

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-raod 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.

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

Formula/Sports Racing

F

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

In Appendix G.1, make changes as follows:

"$\frac{3.1416 \times \text{bore} \times \text{bore} \times \text{stroke}}{4}$

Engine displacement = Cylinder volume times number of cylinders

$\text{Compression ratio} = \frac{V1 + V2}{V2}$

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~~

~~$\text{Compression ratio} = \frac{V1 + V2}{V2}$~~

~~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.* 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~~*BrianCrower, 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 plat 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.~~46~~*54*)"

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~~ *A*lternate 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~~58mm 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~~*3525*"
Notes: "~~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~~*100lb* penalty, or optional 2-piece rotor 355mm max Brembo brake kit #M-2300-S allowed with + ~~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~~*3300*"

In T3 Spec Lines, Ford Mustang Coupe GT & Shelby GT 4.6L & Cal. Special (05-10), change Weight as follows:
"~~3425~~*3350*"

In T3 Spec Lines, Ford Mustang V6 (11-14), change Weight as follows:
"~~3425~~*3400*"

In T3 Spec Lines, BMW 330i/Ci (01-06), change Notes as follows:
"Max spring rate ~~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.xx~~*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~~*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.~~"

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

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.

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

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.

SCCA Technical Services

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:

(2016-20~~21~~22)

Thank you,

CRB

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

T3

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

SCCA
Technical Services

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:

(2016-20~~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, accusump, 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 manufactures 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 andtrim level(s) of the car as listed on the spec line may be used regardless of size unless notedotherwise on the vehicle's spec line. Note that this allowance does NOT permit the use oftires of a greater section width or aftermarket wheels of the stock size when larger than listedin 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."

<u>What Do You Think</u>

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.

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

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 Daughtery) 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:
Nissan Versa S (2020-)	*78.0 x 83.6 1598cc*	*2618*	*3.73, 2.05, 1.39, 1.03, 0.82*	*4.07*	*(F) 10.2 (R) 8.0 drum*	*2700*	*38mm FPR*

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:
Toyota/Scion IA Sedan (2016-2020)	*74.5 x 85.8 1496cc*	*2570*	*3.58, 1.90, 1.29, 0.97, 0.80, 0.65*	*4.11*	*(F) 10.2 (R) 7.9 drum*	*2700*	*38mm FPR*

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 December2019 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 ~~F~~*f*ront 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~~*75*mm"

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:
"Mc~~l~~*L*aren"

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
Fiat Spider 2000	*79-81*		*RWD*	*89.76"*	

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
Fiat X-19	*72-89*	*2 Dr.*	*Rear Engine*	*86.7*	

Improved Touring
ITC
1. #31842 (John McFarland) Volkswagen New Beetle
In ITC Spec Lines, Volkswagen Beetle (98-99), change year as follows:
"(98-~~99~~*05*)"

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).*"

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

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 Oversite
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 Loughead) 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 to 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.

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

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 manufactures 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 F5*00* 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."

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~~*,* BrianCrower, 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, BrianCrower, 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* requirement*s* 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 F5*00* cars see notes"

In P2 Table 1, AMAC, Asteck, Cheetah, Decker, Fox, LeGrand, Converted F5 cars spec line, change the notes as follows:

"Converted F5*00* cars must retain suspension compliant with F5*00* 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
Ginetta G40	*2002-Present*	*2-Door Coupe*	*RWD*	*88.6"*	*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.*

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
Ginetta/Mazda MZR/L5-VE	*89.0mm X 100.0mm Alternate Crank 89mm X 94mm*	*2488cc 2399cc*	*Cross Flow*	*4V 4*	*Unrestricted*	*1950 + 49 lbs for IRS. + 25lbs. for sequential.*	*With or without alternate crank. 5 or 6 speed*

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
Toyota Supra GT4	*3000L*	*3000*	*Per factory Spec.*	*Must have GT4 rules in possession at all race events.*

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."

GT3

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
Ginetta G40	*2010-Present*	*2 Door Coupe*	*RWD*	*88.6*	*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.*

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
Ginetta/Mazda MZR	*87.38 x 83.06*	*1999cc*	*Crossflow*	*4V 4*	*32mm SIR*	*2060 + 52 lbs for IRS. + 26 lbs. for sequential.*	*May run unrestricted at 2195 lbs 5 Speed only*
Ginetta/Ford Duratec or Mazda MZR	*87.5 x 94.0*	*2260cc*	*Crossflow*	*4V 4*	*32mm SIR*	*2195 = 55 lbs. for IRS. + 27 lbs. for Sequential*	*5 Speed only*

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
MAZDA MZR	*DOHC*	*87.38*	*83.06*	*1999cc*	*Crossflow*	*4*	*Unrestricted*	*2195*	

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
Volvo S60	*2000-2009*	*4 Door Sports Coupe*	*FWD*	*106.9*	

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.*"

Volkswagen1984cc: "*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
Ginetta G40	*2002-Present*	*2-Door Coupe*	*RWD*	*88.6"*	*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.*

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
Ginetta/Ford Zetec	*80.6mm X 88.0mm*	*1796cc*	*Crossflow*	*4*	*22.5 SIR*	*2050 + 51 lbs for IRS. + 26lbs. for sequential.*	*5 Speed only*

GTX

1. #31955 (Demetrio Bilbatua) McLaren 720s GT3

In GTX - FIA GT3, classify McLaren as follows:

GTX – FIA GT3

Make	Homologation	Model	Restrictor (mm)	Weight (lbs)	Notes
McLaren	*GT3-N/A*	*GT3*	*720s*	*3000 lbs.*	

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:
Eagle Talon (90-94)	*4Cyl 16V Turbo*	*85mmx88mm*	*2955*	

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	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.)
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

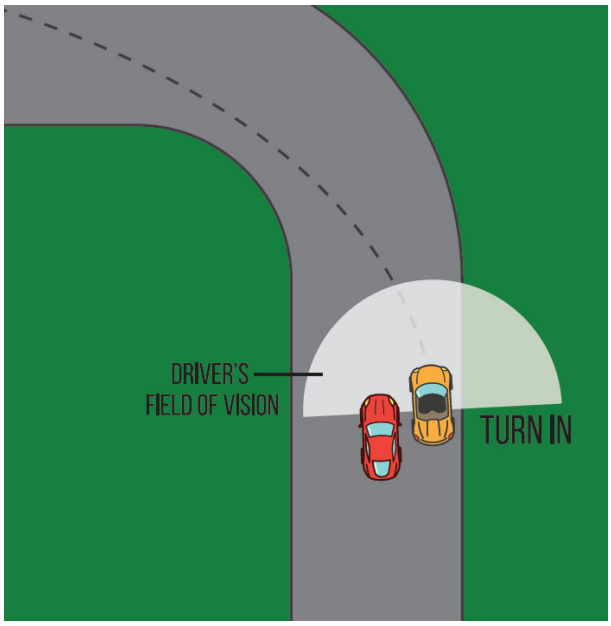


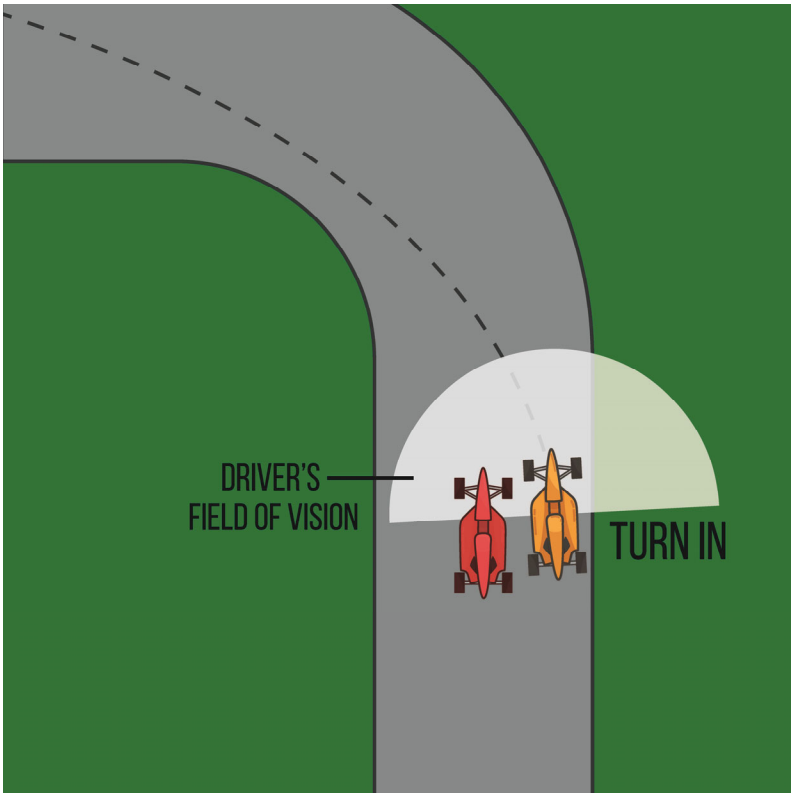
Figure 1 shows that the overtaking car has gotten up to the A pillar and into the peripheral view of the lead car before turn in. The overtaking car now has taken the line away and earned the right to racing room on the inside.

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

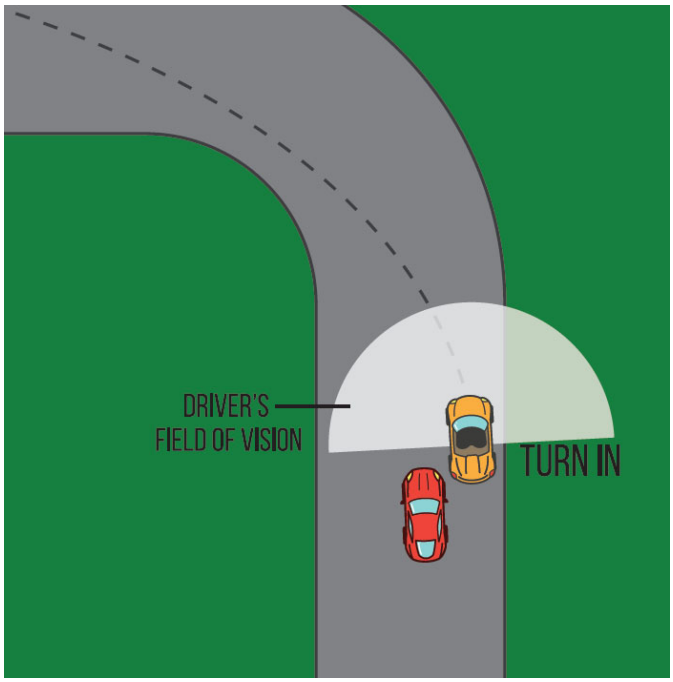


Figure 3 shows at the lead car's turn in point the overtaking car has yet to get even with the A pillar and into the peripheral vision of the lead car. The overtaking car is in a blind spot. Do not pass unless the lead car is much slower and gives racing room.

4. Racing Room

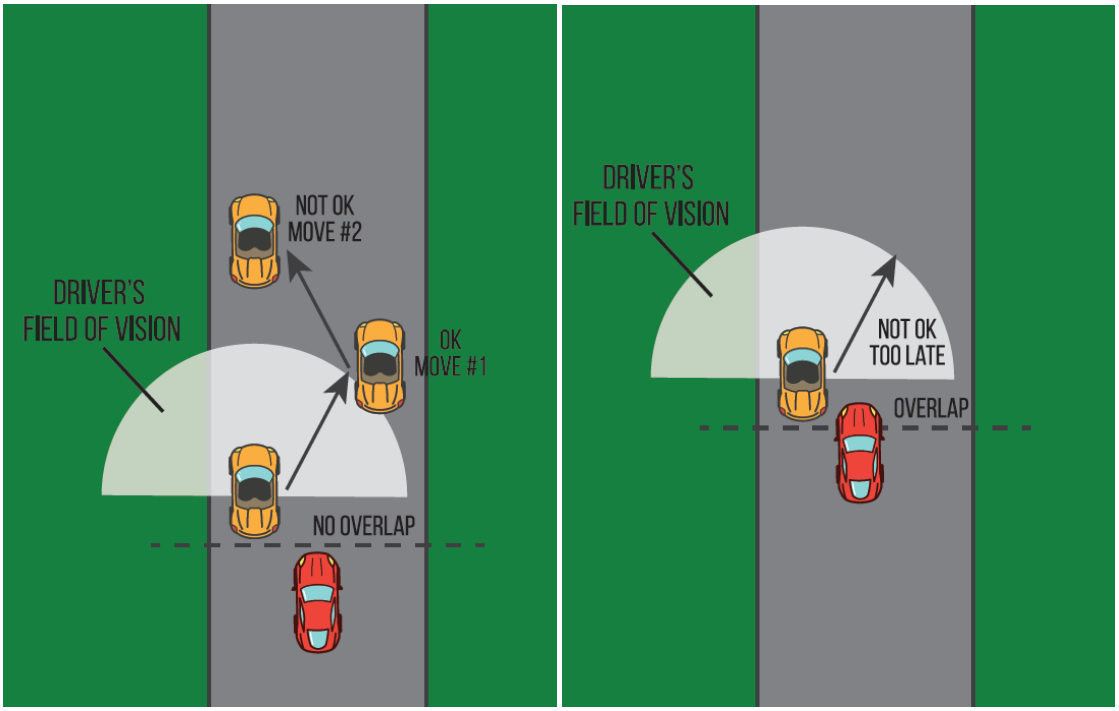
Should the lead car decide to 'go with him', side-by-side, then both cars must allow each other *racing room*, at least a car width plus six inches or so, to the edges of the racing surface. In both cases, the trailing car must be in the lead car's peripheral vision to safely hold position. If not in 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

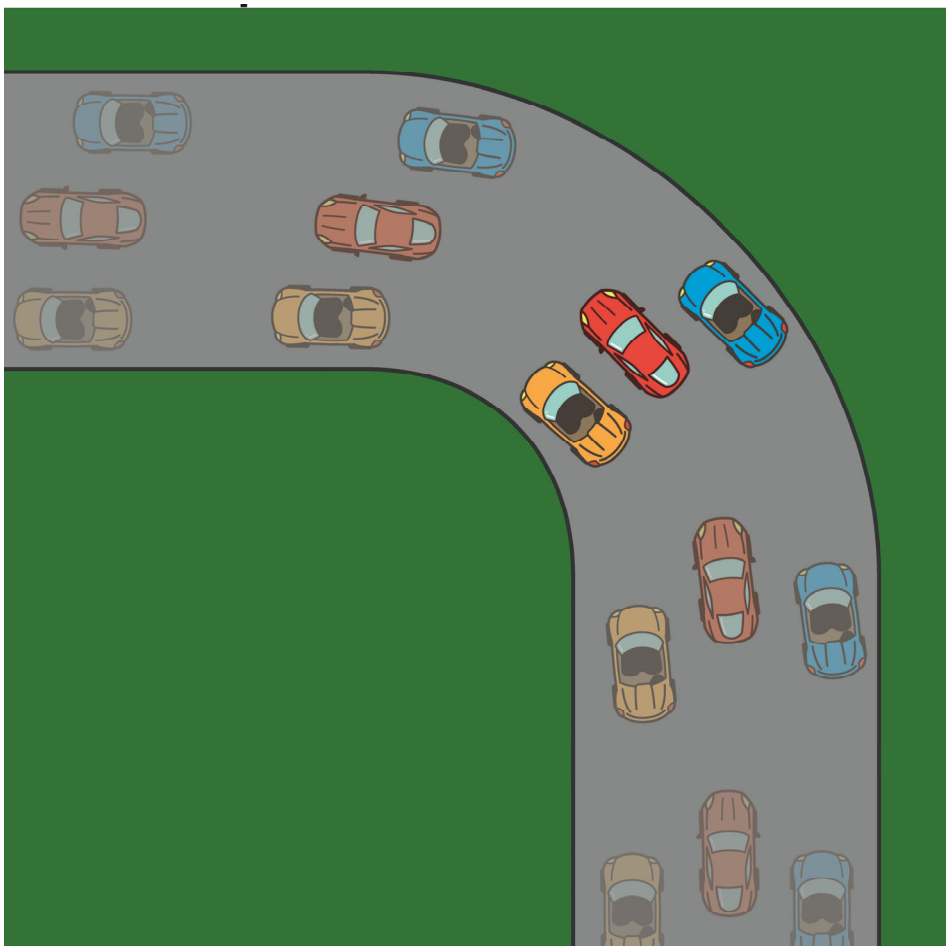


When being passed, hold your line. This means be predictable, and do not change your line to pull out of the way. ‘Hold your line’ does not mean take the line for the apex and turn in front when a much faster car is approaching. Be aware of faster traffic and leave a lane of racing room for them.

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.

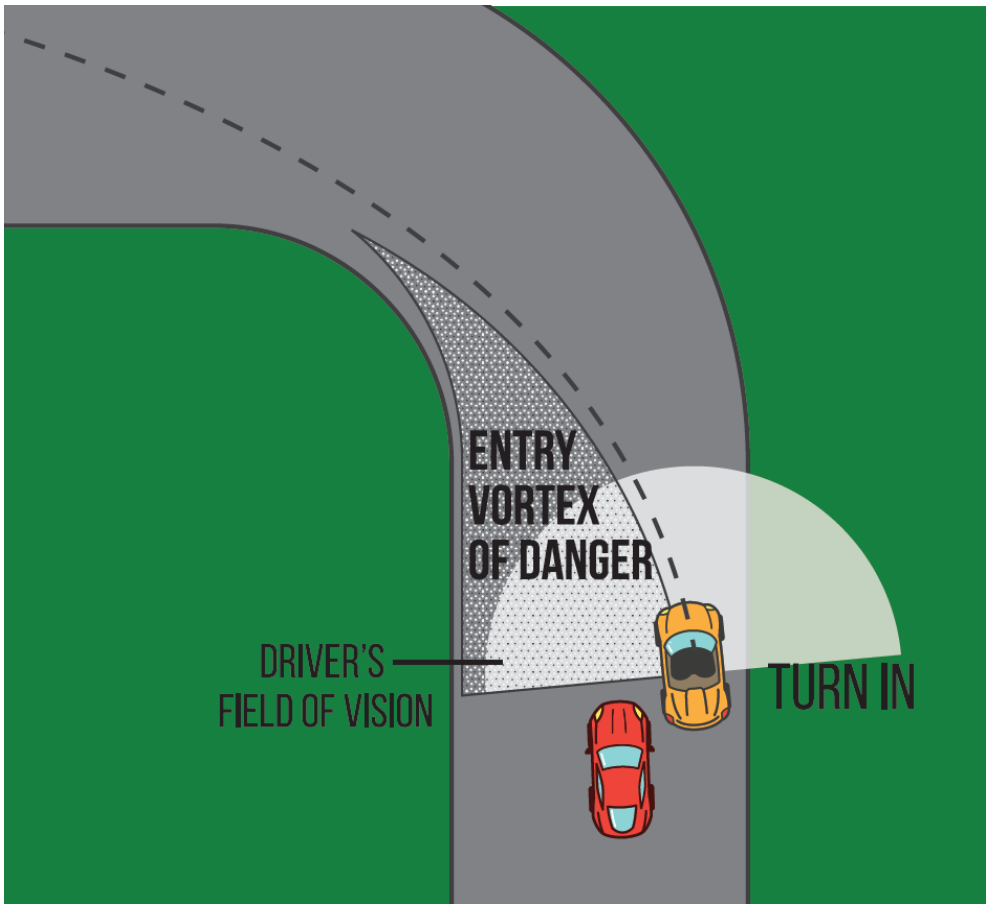
Figure 5



7. The Vortex of Danger

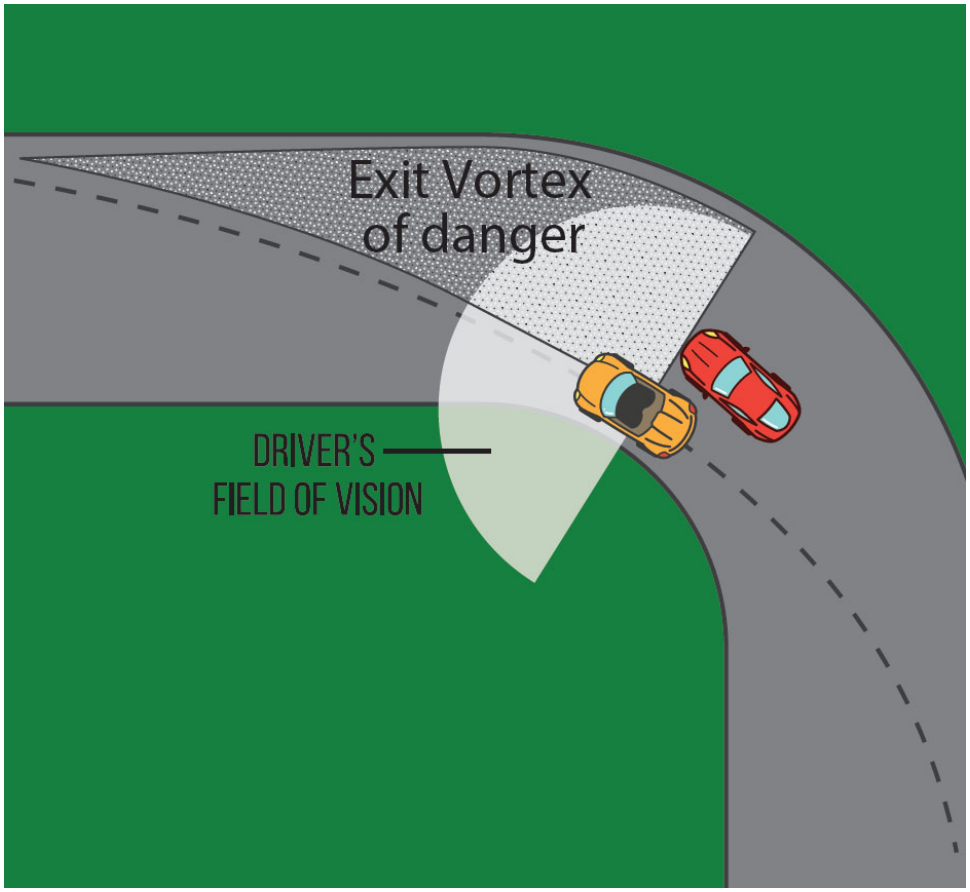
The Entry Vortex of Danger (Figure 6) is a triangle inscribed by the turn-in point of the lead car, the apex, and the inside edge of the road. Trailing car, do not take a short cut to the apex. If you do, chances are the lead car does not see you. When overtaking, keep out of the Vortex of Danger. It 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



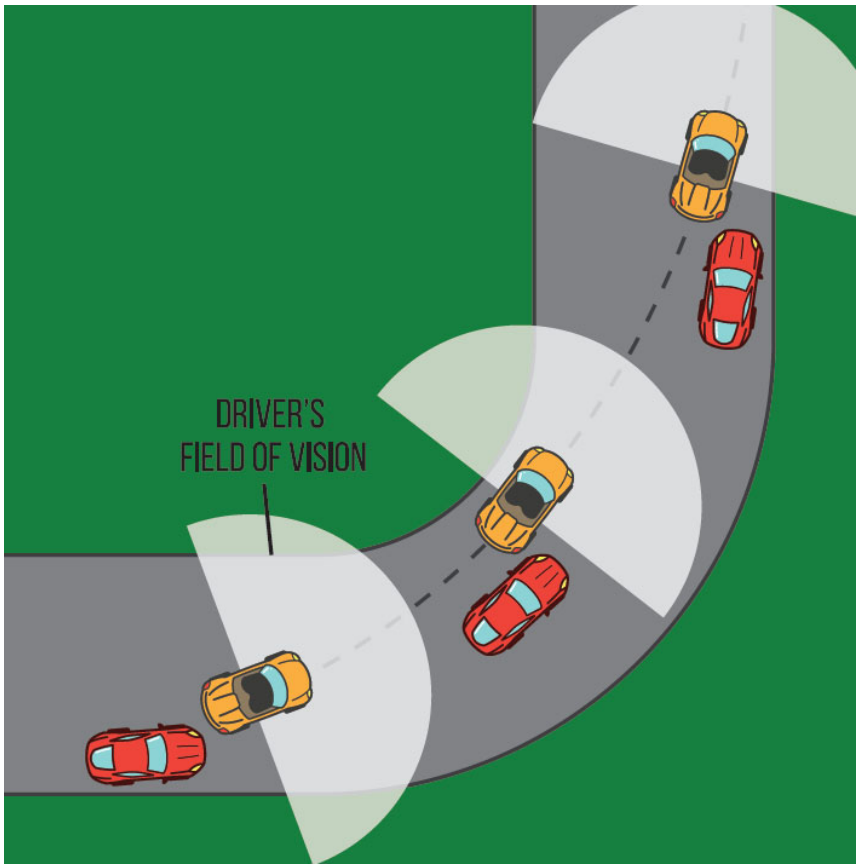
The Exit Vortex of Danger (Figure 7) is a triangle inscribed by the apex, the track-out point of the lead car, and the outside edge of the road. When attempting a pass on the outside, be aware of the Exit Vortex of Danger, and back out of it if not in the lead car's vision. It is too late to safely pass. 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.

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 Oversite
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 though a global rule.

2. #32163 (SCCA Staff) Interpreting and Appling 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

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*"

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.

Fastrack news official SCCA member notification
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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* exception*s* 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* ~~N~~*n*otes"

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~~

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 Katech GM LS3 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~~

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 ~~after market~~*aftermarket* cam manufacturer to Oldsmobile factory specifications for Vin.A (W41) or Mantapart #OP 1149."

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: ~~d~~(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.)
Volkswagen New Beetle (98-05)	*2*	*2350 * 2409 ** 2468*	*4 cyl SOHC*	*82.5 x 92.5 (3.25 x 3.63)*	*1984 (121.1)*	*Iron*	*Alum*	*(I) 39.5 / (1.56) (E) 32.9 / (1.30)*	*Fuel Injection*	*2515 / (99.0)*	*1615 / 1594 (63.6 / 62.8)*

Wheels (max)	Trans. Speeds (max)	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Fuel Injected Equipped Throttle Body Inside Diameter (mm) +/- .25mm	Notes:
17x7	*5*	*280 / (11.0) Disc 232 / (9.10) Disc*		*Stock Throttle Body ID*	*Comp. Ratio limited to 11.0:1. Valve lift limited to .425".*

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.*"

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
BMW S50B32 Euro	*3201*	*3300*	*Engines are permitted 0.040 overbore, 0.5 point increase in compression. Engines must use the OEM camshaft. Engine must use stock intake plenum.*

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
Honda CRX (84-91)		*Chart*	*Ineligible for front wheel drive weight reductions.*

In STU, classify Honda Civic Del Sol (93-97) as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
Honda Civic Del Sol (93-97)		*Chart*	*Ineligible for front wheel drive weight reductions.*

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~~*2596*
2500	~~2750~~*2635*
2550	~~2665~~*2675*

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
Mazda RX-7		*2700lbs*	*44mm TIR*	*13B Rotary*	*A single Garrett Turbo #3076 permitted*

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) RequestT2 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:
Cadillac CT4-V Blackwing (2022-)	*94 x 85.6 3564*	*2776*	*(f) 18 x 10 (r) 18 x 11*	*295*	*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*	*MT 3.73 AT 2.85*	*380 (f) 339 (r)*	*3800*	*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.*

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."

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*."

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).*"

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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. Van Steenburg'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.

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

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.

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.

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 convertors 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.

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.

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* (F~~500~~*600*) Specifications"
"9.1.1. F~~500~~*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 F~~500~~*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 F~~500~~*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:
"F~~500~~*600*"

In GCR CONTENTS, change as follows:
"FORMULA ~~500~~*600* PREPARATION RULES"

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 F~~500~~*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* (F~~5~~*6*)"

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:
"F~~500~~*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:
"F~~500~~*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 F~~500~~*600*. FV may be combined with F~~500~~*600*."

In P2 Table 1, AMAC, Asteck, Cheetah, Decker, Fox, LeGrand, Converted F500 cars spec line, change the marque as follows:
"Converted F~~500~~*600* cars"

In P2 Table 1, AMAC, Asteck, Cheetah, Decker, Fox, LeGrand, Converted F500 cars spec line, change the notes as follows:
"Converted F~~500~~*600* cars must retain suspension compliant with F~~500~~*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 295~~1~~*0* ~~base~~ *minimum allowed race* weight may use a 9 inch wide wheel."

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 Loughead) Forward Facing Camera
Thank you for your letter. See letter # 32091 in current Fastrack.

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.

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

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~~*39*mm 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;~~ AKSJ03-60-001Sump 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~~*39*mm 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;~~ AKSJ03-60-001Sump 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.*"

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,* ~~T~~*t*he 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 (*P*2) CLASSIFICATION"

In GCR CONTENTS, change as follows:
"PROTOTYPE 2 (*P*2) CLASSIFICATION"

GCR

1. #32295 (Kevin Kloepfer) 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.

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: A*ny 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~~*five (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*

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
C7 Corvette		*Grand Sport*	*NA*	*3200*	*May remove "displacement on demand" valve train system*

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 Light*s* (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.)
BMW 128i (08-13)	*2*	*2700 * 2768 ** 2835*	*6 cyl DOHC*	*85.0 x 88.0 (3.35 x 3.46)*	*2996 (182.8)*	*Alum*	*Alum*	*(I) 34.2 / (1.35) (E) 28.0 / (1.10)*	*Fuel Injection*	*2736 / (104.7)*	*1590 / 1623 (62.6 / 63.9)*

Wheels (max)	Trans. Speeds (max)	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Fuel Injected Equipped Throttle Body Inside Diameter (mm) +/- .25mm	Notes:
18x8	*6*	*300 / (11.8) Disc 300 / (11.8) Disc*		*Stock Throttle Body ID*	*Comp. Ratio limited to 11.0:1. Valve lift limited to .400".*

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.)
Mazda Protégé ES (99-00)	*2*	*2150 * 2204 ** 2258*	*4 cyl DOHC*	*83.0 x 85.0 (3.27 x 3.62)*	*1839 (112.2)*	*Iron*	*Alum*	*(I) 31.5 / (1.24) (E) 27.6 / (1.09)*	*Fuel Injection*	*2611 / (102.8)*	*1544 / 1549 (60.8 / 61.0)*

Wheels (max)	Trans. Speeds (max)	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Fuel Injected Equipped Throttle Body Inside Diameter (mm) +/- .25mm	Notes:
15x7	*5*	*258 / (10.2) Disc 261 / (10.3) Disc*		*Stock Throttle Body ID*	*Comp. Ratio limited to 11.0:1. Valve lift limited to .450".*

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 low~~er~~*est 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."

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:
Cadillac CT4-V Blackwing (2022-)	*94 x 85.6 3564*	*2776*	*(f) 18 x 10 (r) 18 x 11*	*295*	*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*	*MT 3.73 AT 2.85*	*380 (f) 339 (r)*	*3800*	*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.*

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 Cuztom 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.*

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): "2.3l 2500*,* 2.0l 2425"

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

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.

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

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.

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



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.

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.

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."

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.

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

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 engine*s*. 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~~*f*ront master cylinder is .700" piston diameter, Part # WM802005
Girling ~~R~~*r*ear 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~~*m*odifications 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*."

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
124 Spider Pinnafarina Spider	*66-85*	*2 Dr.*	*RWD*	*89.75*	

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
Porsche	*992 GT3 Cup Car*	*4.0L*		*2950*	

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
Mercedes Benz AMG GT4 (2017-2021)	*3982cc*	*3400*	*HP controlled with required program*	*SRO Power level 2 2019 map required.*	*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.*

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.

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.

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 s~~*S*way 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.

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 to 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.

Fastrack news official SCCA member notification
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.~~35~~*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."

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"

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%*"

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.~~"

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 *GR*86 (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.*"

Fastrack news official SCCA member notification
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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.

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

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.

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.~~"

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. Pease 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.

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

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* ~~F~~*f*orward ~~G~~*g*ears, ~~L~~*l*imited ~~S~~*s*lip ~~D~~*d*ifferential (sequential ~~C~~*c*arries ~~a~~ 25 lb. ~~W~~*w*eight ~~P~~*p*enalty)"

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*"

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.*"

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
AUDI R8 GT4	*5.2L*	*3000*	*Per factory specs.*	*Must have GT4 rules in possession at all race events.*

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
SR20VET Limited Prep-Turbocharged OEM Engine	*DOHC*	*86.00*	*86.00*	*1998*	*Alum, Crossflow*	*4*	*TURBO*	*2060*	*Garrett GT2560LS Turbo only. OEM "stock" ECU only.*

Improved Touring
None.

Legends Car
None.

Production
None.

Spec Miata
None.

Super Production
None.

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
Mazda 13B Turbo	*N/A*	*Chart*	*Limited to Streetport only. Stock turbos are not allowed; only alternative turbos listed in the STU rules are allowed.*

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.*"

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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.

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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.

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

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.

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

CLUB RACING BOARD MINUTES | August 2, 2022
The Club Racing Board met by teleconference on August 2, 2022. Participating were John LaRue, Chairman; David Arken, David Locke, Peter Keane, Sam Henry and Shelly Pritchett, secretary. Also participating were: 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

F

1. #33051 (Club Racing Board) FSRAC changes
Steve Lathrop has completed his term on the FSRAC. The Club Racing Board thanks Steve for his service on the committee. Mike Reupert has joined the FSRAC effective August 1. The Club Racing Board welcomes Mike to the committee.

T1

1. #32946 (Touring Committee) Information regarding upcoming Touring 1 rules
This is a **draft** of the proposed 2023+ Touring 1 Rules set. The Touring committee is re-writing these rules to:
1) make simpler and more comprehensible rules, which benefits both builders and tech officials,
2) better accommodate popular race cars that would race well with the T1 field. The rules package below is a **draft**, and will not be finalized until later in the fall after member input has been reviewed. In the meantime, the TAC plans to have town-hall meeting at the Runoffs. At the meetings, TAC members will work with competitors to fine-tune the final draft of the rules.
SEE ATTACHED

No Action Required

F5

1. #32906 (Brad Smith) Clarification and questions for letter #32527 - intake boots F600
Thank you for your letter. With regard to the concerns of potential increased performance, on-track data will be obtained at the 2022 Runoffs from various platforms, including any two-cycle cars equipped with the Moto Tassinari parts, and adjustments will be made for 2023 if warranted by the data. Please see the response to letter #33028 in this Fastrack's Technical Bulletin.

2. #32973 (Jim Murphy) V Force Reed Valves
Thank you for your letter. With regard to the advertiser's claims of improved performance, on-track data will be obtained at the 2022 Runoffs from various platforms, including any two-cycle cars equipped with the Moto Tassinari parts, and adjustments will be made for 2023 if warranted by the data. With regard to the carb boots, please see the response to letter #33028 in this Fastrack's Technical Bulletin.

SR General

1. #33050 (Club Racing Board) Mike Reupert appointed to FSRAC
Mike Reupert has been added to the Formula/Sports Racing Advisory Committee.

General

1. #32584 (Marc Cefalo) Lack of green flag races at super tour events
Thank you for your letter. The Club and Road Racing program leadership acknowledges opportunities for improvement, many of which have been captured with the launch of the Green-To-Checker initiative. This includes actionable items for officials, organizers, rules makers, race workers, and drivers. Some items can positively influence the quality of driving immediately, and some are longer-range projects.

GT2

1. #32353 (Andrew Aquilante) FIA GT4 cars in GT2/ST comments/thoughts
Thank you for your letter. The CRB is working on a new GT4/GT2 Table to be implemented January 2023.

2. #32474 (Tristan Littlehale) BMW M3 E36 Allow Lightweight Composite / Carbon Fiber Body Work
Thank you for your letter. Please see response to letter #32682 in August 2022 Fastrack.

3. #32809 (Mark Boden) Porsche 991.2 Cup
Thank you for your letter. Please recent response to letter #32803 in current Fastrack.

4. #32932 (Thomas Herb) Please Remove the Restrictor and Weight for the 991.2 Porsche Cup
Thank you for your letter. Please see letter #32803 in current Fastrack.

SM

1. #32792 (Ernie Cole) Hard Top Roof Notching for Roll Cage Main Hoop Clearance
Thank you for your letter. GCR section 9.1.7.8.e does cover this topic, allowing the notching of the inner liner of the hard top to provide for the "installation of the required safety equipment".

Not Recommended

B-Spec

1. #32788 (Matt Wolfe) Request help the first gen Fit
Thank you for your letter. Without supporting data, the committee is limited in its ability to discuss and decide on adjustments to the current BOP.

2. #32874 (Rob Piekarczyk) Request to Reduce Weight of Second Gen. Honda fit
Thank you for your letter. The current BOP weight for the 2nd Generation Honda Fit is deemed appropriate as supported by reviewing race data reports.

F5

1. #32813 (Clint McMahan) Data Analysis Letter #2
Thank you for your letter. While the supplied 2020 Runoffs results data indicated certain locations where the 593 non-HO's speeds were slightly higher than those of the 600cc, analysis of the data obtained from cars equipped with AiM data boxes during that event did not show that the 593 non-HO had a clear performance advantage over two 600cc cars in those sectors. AiM data was recently obtained from various platforms at the 2022 June Sprints, and a careful review of this data also did not show that the two-cycle platform had a clear performance advantage over the four-cycle platform. Analysis of the June Sprints data did show that one car may have an apparently significant but brief advantage over another car at a specific location within a sector, while not having an overall performance advantage over the other car in that sector. This kind of brief advantage most often results from a difference in powertrain characteristics of the two-cycle and four-cycle platforms. AiM data will be obtained from various platforms during the 2022 Runoffs, including any two-cycle cars equipped with the Moto Tassinari part, and adjustments will be made for 2023 if warranted by the data.

2. #32846 (CALVIN STEWART) Change the Weight of the 4 Cycle F600 Cars Back to 875 Lb.
Thank you for your letter. The Club Racing Board does not recommend this change. Please see the response to letter #32813 in this Fastrack.

3. #32962 (Sven de Vries) Request Reduction in Minimum Weight
Thank you for your letter. The Club Racing Board does not recommend this change. Please see the response to letter #32813 in this Fastrack.

4. #32974 (Jim Murphy) Request to Equal the Weight Between the 593HO and the MC Cars
Thank you for your letter. The Club Racing Board does not recommend this change. Please see the response to letter #32813 in this Fastrack.

GCR

1. #32365 (SCCA Staff) Update 2.7 - CRB Official Review
Thank you for your letter. The rule is adequate as written.

2. #32987 (Scott M) Stewards Should be Able to Assign Penalty Points on a CSA
Thank you for your letter. Please see letter # 32366 in current Fastrack.

General

1. #32664 (Eric Heinrich) Request to clean up the racing : start using modified 13/13
Thank you for your letter regarding on track driving behavior and suggestions on consequences. Obviously, this is a serious problem and the Green-To-Checker initiative is drawing attention to and giving voice to the problem. The CRB is making some changes in consequences and believes there are currently sufficient rules to properly address these issues; many of the problems can be addressed with more assertive application of existing rules by stewards, by participants' willingness to become engaged through the protest process and drivers taking more responsibility for not overdriving leading to incidents that impact track time. Again thank you for taking the time to provide your thoughts.

GT General

1. #32837 (Andrew Aquilante) Lack of Mirrors on GT cars
Thank you for your letter. The wording as shown in 9. Cars and Equipment: 9.3.35 is satisfactory wording for all GT car mirror placement if used and enforced!

GT2

1. #32803 (Patrick Womack) Request BoP for Porsche 991.2 Cup Car
Thank you for your letter. The CRB will continue to monitor SCCA collected data for all of different "class with-in a class" GT2 cars.

2. #32815 (Greg Anthony) E46 M3 with 5.0 Liter V-8 Weight Reduction Request
Thank you for your letter. The CRB will continue to monitor SCCA collected data for all of the different "class with-in a class" in GT2.

3. #32910 (Robert Weston) Request to classify 2014 Cayman S
Thank you for your letter. The car referenced in your request would have to be built to conform to all GT2-ST rules.

GTL

1. #32734 (Peter Zekert) Weight reduction proposal-small engine GTLite Datsuns
Thank you for your letter. The CRB believes that although a weight reduction may be beneficial it is felt that other small bore cars besides the Nissans may be at their limit for what can be practically and safely removed to reach these lower weighs. Understand that this request must be applicable to all small bores.

HP

1. #32777 (Greg Amy) Dual-Class Porsche 914 2L Into H Prod
Thank you for your letter. The Porsche 914 has Prep2 classifications in HP with the 1.8L engine and in FP with the 2.0L engine. Neither of these classifications have been attempted, so there is no on-track results or data to include for consideration of adjustments or re-classification. The PAC would like to see these attempted to assist with these considerations, as was the case with the few 2.0L cars that were previously moved from FP to HP.

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.

General

1. #33073 (Sean Hedrick) Request In Car Flag Systems
The in-car waning light systems provide many benefits, but also present some challenges to the SCCA regarding implementation. SCCA's current flag rules dictate that a caution zone ends once a car passes the incident. This rule would require revision if an in-car light system is adopted. The CRB recommends that SCCA adopt and implement FIA-style flagging regulations to prepare for future technological opportunities and to provide more consistency with other sanctioning bodies.

SM

1. #32996 (Spec Miata Committee) Clean up tire language that has expired
In SM, GCR section 9.1.7.C.6., Tires, make changes as follows:
"Competitors must use the official Hoosier Dry tire or Wet tire for Regional and Majors competition.
a. Tires must be used in complete sets. No mixing of wet and dry tires on the car. *Tires must be run as delivered from Hoosier.*
b. Hoosier *dry* P205/50ZR15 SM7.5. *Hoosier wet P205/50ZR15 SMW.* ~~allowed after 1-1-2020 for the following event types: Regional Racing, US Majors Tour, Hoosier Super Tour, and Runoffs.~~
~~c. Hoosier P205/50ZR15 SM7 allowed until 10-1-2020 for the following event types: Regional Racing, US Majors Tour, and Hoosier Super Tour.~~
~~d. Hoosier P205/50ZR15 SM7.5 required after 10-1-2020 for the following event types: US Majors Tour, Hoosier Super Tour, and Runoffs.~~
~~e. Hoosier P205/50ZR15 SM7 allowed until 1-1-2022 for SM Regional Racing.~~
~~f. Must use wet tire Hoosier SMW.~~"

Taken Care Of

T1

1. #31807 (Touring Committee) Aston martin GT4 (MIA)
Thank you for your letter. Please see letter #32946 in current Fastrack referencing the future of Touring 1. This car is on the list of future cars.

2. #31869 (Leo Capaldi) Request to add Boss R GS WC motor to OEM spec
Thank you for your letter. Please see letter #32946 in current Fastrack referencing the future of Touring 1. We will work to address this topic in the new rules set.

3. #31943 (Scotty B White) Viper FP Getting Left Behind
Thank you for your letter. Please see letter #32946 in current Fastrack referencing the future of Touring 1.

4. #31944 (Scotty B White) Viper CC Getting Left Behind
Thank you for your letter. Please see letter #32946 in current Fastrack referencing the future of Touring 1.

5. #32103 (Chris Edens) Miata Front Hub/Bearing
Thank you for your letter. Please see letter #32946 in current Fastrack referencing the future of Touring 1.

6. #32112 (Touring Committee) Look at durability parts in FP vs LP
Thank you for your letter. Please see letter #32946 in current Fastrack referencing the future of Touring 1.

7. #32155 (James Candelaria) C6 Z06 (Limited Prep)
Thank you for your letter. Please see letter #32946 in current Fastrack referencing the future of Touring 1.

8. #32278 (Tim Myers) No T1 changes until 2023?
Thank you for your letter. Please see letter #32946 in current Fastrack referencing the future of Touring 1.

9. #32303 (Andrew Aquilante) T1-FP Help the power on the Boss302 engine spec line
Thank you for your letter. Please see letter #32946 in current Fastrack referencing the future of Touring 1. We will work to address this topic in the new rules set.

10. #32445 (Tim Myers) Touring Feedback
Thank you for your letter. Please see letter #32946 in current Fastrack referencing the future of Touring 1.

11. #32688 (Tim Myers) No Changes to T-1 Until 2023 but Classing GT4 Cars in Touring?
Thank you for your letter. Please see letter #32946 in current Fastrack referencing the future of Touring 1.

12. #32689 (Tim Myers) Classing GT4 cars in T-1 While Delaying all Letters T-1?
Thank you for your letter. Please see letter #32946 in current Fastrack referencing the future of Touring 1.

13. #32706 (Joe Aquilante) Why Are We Letting GT 4 Cars Into T1???
Thank you for your letter. Please see letter #32946 in current Fastrack referencing the future of Touring 1.

14. #32785 (Scotty B White) Against Classification
Thank you for your letter. Please see letter #32946 in current Fastrack referencing the future of Touring 1. In the future rules, there will be no more T1 LP, which should improve your options.

What Do You Think
None.

RESUMES
None.

This is a **draft** of the proposed 2023+ Touring 1 Rules set. The Touring committee is re-writing these rules to; 1) make simpler and more comprehensible rules, which benefits both builders and tech officials, 2) better accommodate popular race cars that would race well with the T1 field. The rules package below is a **draft**, and will not be finalized until later in the fall after member input has been reviewed. In the meantime, the TAC plans to have town-hall meeting at the Runoffs. At the meetings, TAC members will work with competitors to fine-tune the final draft of the rules.

T1 Category Purpose and Philosophy:

Touring 1 (T1) is intended to be the pinnacle of production-based competition in the SCCA. The intent of the T1 category is to allow competition of production-based vehicles, using DOT approved tires. Vehicles in this category must be identifiable with vehicles offered for sale to the public and available thru manufacturer distribution channels within the USA. Alternate cars may be approved on a case-by-case basis but will be limited to factory-based models. The T1 philosophy is taking a production-based vehicle and applying safety equipment and sensible and widely available performance modifications. Factory produced race cars, such as GT4 cars, will be considered on a case-by-case basis with a bias toward no additional performance modifications or allowances. The T1 overarching philosophy is to streamline the preparation to a simplified format that will allow newer model cars into the class and older models to compete. The goal is to cultivate participation in the class without the complexity of limited vs. full prep.

T1 Car Eligibility:

Cars are eligible for the class when the car or the chassis appears on a specification line and with the specific allowances permitted. New models and allowances will be considered after being properly requested through the CRB's letter log system. New model submissions must include Vehicle Technical Specifications (VTS) sheets. Allowances that are permitted are not mandatory and a vehicle may race without any given positive allowance. T2 cars may race in the T1 category if they meet minimum safety requirements. Minimum weight for any new T1 classification is 3000 lbs. Allowed Factory prepared cars must comply with the FIA homologations and T1-GT4 specific rules that follow these category rules and spec lines. *This section of category rules and spec lines has not been included in this draft. The TAC recently released a letter of proposed FIA cars that will seed the class. See letter #32946.

A. Bodywork

1. Hoods, trunk lids, and front fenders may be replaced with panels of any type material, provided that the panel maintains the OEM profiles. [1] For the sole purpose of tire fitment, wheel arches may be flared up to 3" and must maintain the OEM profile. The hood may have heat exhaust vents installed in it. Hood inlets (scoops) are not allowed. The vents shall not expose the mechanical components of the car when looking down from above. The permitted transmission and differential coolers may vent through rear license plate frame. There shall be a screen, painted the same color as the surrounding bodywork, covering the vent opening. Any OEM non-functional, decorative vents/ducts may be made to be functional provided the exterior body appearance is not modified.
2. It is permitted to roll under or flatten any interior lip on the wheel opening for tire clearance. Cars with plastic/composite fenders may remove any interior wheel opening lip, but the resulting material edge shall be no thinner than the basic fender material thickness. Non-metallic inner fender liners may be removed.
3. Standard body appearance must be strictly maintained. Standard body appearance includes the OEM grille and badge.
4. Body and frame seams and joints may be welded. The OEM radiator supports may be replaced or reinforced to make repairs easier. The radiator supports shall not reinforce the rest of the chassis or diminish the OEM crush zones. Tubular/removable front clips are not permitted.
5. Bumper brackets may be modified, but bumpers must remain in OEM locations.

[1] This rule change is consistent with 2021 LP rules.

6. Non-essential body items and trim may be removed including attaching brackets and supporting structure. Any holes in bodywork exposed by the removal of these items shall be covered or filled.
7. All of the vehicle's doors must be able to be opened from both inside and outside the vehicle. Latches and hinges for the doors may be modified, but must remain in working order. Electric door latches may be removed and replaced with mechanical linkage. Mechanical door latch location must be marked to be visible to workers. Aftermarket latches and hinges may be used but shall not protrude beyond outer surface of bodywork. The stock side impact beams may be removed when NASCAR style door bars are installed.
8. Hood and trunk pins, clips, or positive action external latches are permitted. Stock hood and trunk latches and hinges may be disabled or removed; if so, a positive action external fastening method shall be used. Engine compartment insulation may be removed.
9. Openings in the bodywork may be temporarily covered, wholly or partially, with tape for the purpose of regulating airflow. Bodywork openings may be closed off using close-out panels mounted behind body openings. Bodywork seams may not be taped except to temporarily secure it after contact.
10. All bodywork and windows shall be sufficiently rigid, adequately supported and properly secured such that it does not noticeably flutter, move, or deform while vehicle is in motion.
11. Aftermarket OEM style hardtops are allowed.

B. Aerodynamic Devices

1. Front Splitter

a) A front splitter that is a flat, single-plane may be added. The splitter shall have no vertical deviations. The permitted splitter may close out the underbody from the leading edge of the approved bodywork, back to the centerline of the front axle. The splitter may be mounted to the front fascia via a vertical intermediate mounting surface. If the vertical mounting surface overlaps the front fascia, it may not overlap more than 2.0 inches. Additionally, a maximum of 4 rods, or cables, may be used to support the front, and/or sides, of the splitter. No other material(s) may be used external to the body to support the splitter. A single-plane vertical close-out panel(s) may be used to bridge the gap between the front fascia and the splitter. Splitter designs may incorporate openings for brake ducts provided it does not affect the standard body appearance.

b) The minimum ride height of front splitters and air dams is 3.0 inches.

c) The front splitter must not extend more than 2.0 inches past the original or approved bodywork as viewed from above for the entire profile of the splitter.

d) The splitter shall not extend laterally any further than the widest point of the outside sidewall of the front tires with the wheels pointed straight ahead. The splitter may not extend more than 2.0 inches beyond the bodywork, regardless of where the outside edges of the front tires are.

e) The splitter may have vertical deviations, fences, etc., only if they are part of the production body- work for street use.

2. Rear Wing

a) The wing shall be mounted to the trunk/deck lid with 2 mounting brackets. Each mounting bracket shall attach to the wing at a point that is at least 2.0 inches inboard of endplates. The wing, and the portion of the mounting brackets located externally to the trunk/deck lid, may only be rein- forced by a diagonal strut having no aerodynamic effect, and/or by affixing the external parts of the brackets to internal parts of the brackets within the trunk/cargo area. The internal parts of the brackets may protrude through the trunk/deck lid to allow the two parts of each bracket to be fastened together.

b) Factory wings and spoilers are permitted, but must be removed if an approved wing is installed.

c) Wings shall be a single element and single plane with a maximum chord length of 12.00 inches, including any Gurney flap. (except as allowed in 9.1.9.1.B.2.h).

d) The entire wing assembly width must be less than the following- The Wing assembly may be no wider than the widest part of the car, not including fender flares/lips and mirrors, and less than the maximum listed in the following chart-

Vehicle's Competition Weight (lbs)	Maximum Wing Assembly Width
2400-2599	48" wide
2600-2799	52" wide

2800-2999	56” wide
3000-3199	60” wide
3200-3399	64” wide
3400-3599	68” wide
3600+	72” wide

e) The entire rear wing assembly, including the end plates and any Gurney flap, shall be mounted level with, or below, the peak of the roof.

f) The trailing edge of the rear wing may be mounted no further rearward than the center of the rear- most part of the approved bodywork unless otherwise noted on specific spec line.

g) Wing end plates must not exceed 144.0 square inches.

h) APR performance wing GTC-500 part #AS-1070xx, variable cord length 12.75” Inner/9” Outer), is permitted.

3. Any car not using a wing and/or splitter may subtract 150lb.[2]

4. A close-out panel may be mounted behind the grille.

5. OEM side skirts may be used if they were available on the car from the dealer provided they meet the minimum ride height rule. Aftermarket side skirts may be used provided they meet the minimum ride height rule, have no openings/ducts in them other than for jacking insert(s), are no wider than the approved fascias, do not extend any higher than the bottom of the door and do not reinforce the chassis.

6. Canards or dive planes are not permitted unless part of the OEM bodywork or permitted on spec line.

C. Interior

1. The following items may be installed:

Safety equipment/structures, seat, controls necessary for driving, instrumentation, electronic equipment, radio, camera, battery, driver cooling system, driver ventilation system, replacement door panels/ interior trim, anti-sway bar controls (not within reach of driver). None of the above items may hinder driver exit from the car.

2. The driver’s seat shall be located in the same lateral location as the OEM seat, unless otherwise allowed on a car’s spec line. The transmission tunnel may be modified for the purpose of installing a competition driver seat. The floor pan must remain in its original position, but may be modified 1” to accommodate driver's height.

3. All interior trim may be removed excluding the dash. Original instruments/gauges may be replaced, or supplemented, with additional engine monitoring gauges. Accessories, lights and switches may be added or removed. Box-type extensions from the dash pad may be used to mount switches and controls, in the areas where the OEM insert panels were mounted, so that they more easily accessible to the driver. Audio and video systems may be removed. Alternative (i.e. carbon or fiberglass) OEM style and Configuration dashboards may be used with a 25 pound penalty.

4. Vertical bulkheads, and enclosures, within the cockpit shall not be any higher than the bottom of the side windows. No bulkheads shall cover the rear foot wells. This rule may be superseded in the spec line.

5. Dash pad modification – It is permitted to modify the dash pad in order to run the roll cage tubes through the dash area as long as the dash pad is modified only enough for roll cage fitment. If necessary, the dash pad may be parted to ease installation around roll cage. Any such parting shall be done in such a way as to minimize the appearance that they have been separated once pieces of dash pad are installed.

D. Chassis

1. All cars shall have the OEM rear package shelf and/or rear seat back support structure installed if applicable. As an alternative, a metallic close out panel may be installed that simulates the rear package shelf and/or the rear seat back support structure

[2] Aero allowances, and the option to forego them, are consistent with 2021 LP rules.

if applicable. If a close out panel is used to clean up the appearance of the rear package shelf and/or rear material is free.

2. Cables, wiring and fluid lines in the engine compartment and cabin interior may be replaced, rerouted, and/or protected.
3. Cars that have driveshafts shall have two 360-degree loops of sufficient strength located as close as possible to the front and rear universal joints to prevent the driveshaft from dropping in case of failure of either universal joint. Floor materials, torque tubes and cross members may also be utilized to provide this protection.
4. It is permitted to attach one or more plates, or pads, under the car to provide for jacking of the car, provided they serve no other purpose. It is prohibited to install any kind of device, which protrudes from the rocker panel or side of the car. However, tubes may be attached to the roll cage or chassis and extend to the inner surface of the rocker panel or bodywork to act as a receptacle for a jacking fixture. Air jacks are permitted, but no air source may be carried on board.
5. Ride height will be measured without driver at the lowest point of the rocker panel, not including the pinch weld. Minimum ride height is 3.5 inches.
6. The OEM firewall between the cockpit and engine compartment shall be intact to prevent the passage of flames from the engine compartment to the cockpit. Any holes in the firewall must be of the minimum size for the passage of controls and wires, and must be completely sealed.
7. Both front windows, driver and passenger, shall be down (preferably removed) whenever the vehicle is on track. The OEM window opening on the front doors shall not be filled in with any material, other than the material required to mount a NACA-duct for driver cooling. If used, the NACA-duct shall be mounted in the front, lower, corner of the window opening. The area closed off to mount the NACA- duct shall not exceed 50 square-inches. In rain conditions, a quarter window larger than 50 square- inches may be used in the area normally used to mount the permitted NACA-duct, in an attempt to minimize the amount of water entering the cockpit. Enough open area for the driver to exit in an emergency shall remain open at all times.
8. All vehicles must use a stock, OEM equivalent, safety glass windshield, or 6 mm minimum thickness Lexan replacement, mounted in the stock location, at the stock angle and maintaining the stock profile.[3]
9. Windshield clips, per GCR section 9.3 Windshield Clips/Rear Window Straps, are permitted and recommended.
10. Side windows, not including the front door windows, and rear windows may be replaced by clear Lexan-type plastic material having a minimum thickness of 0.125 inch, but must retain the same shape, size, and location as the original glass. NACA-ducts may be mounted in the side windows. The rear window must be secured by 2 additional straps 1.0 inch wide by 0.0625 inch thick minimum, bolted or riveted to the body at both the top and bottom of the rear window. If a Lexan rear window is mounted with multiple, evenly spaced screws around each side of its perimeter, safety straps are not required. If a DOT spec glass rear window is used in conjunction with the OEM method of mounting, safety straps are recommended, but not required.
11. Windows may be mounted and sealed with silicone. Any silicone used to bridge the gap between the perimeter of the window and the chassis shall be neat in appearance and uniform in thickness. Tape may only be used to seal the windows during wet track sessions for the purpose of reducing the amount of water entering the cockpit.
12. OEM side window framework shall be intact.
13. Acrylic or glass removable/moveable roof panels may be replaced with the same material as the surrounding roof. All brackets, mounts, and moldings must be removed. Fabric tops are not permitted and shall be removed along with all associated hardware. It may be replaced with an OEM hardtop if one is available.
14. Unused mounting tabs and brackets that are non-structural may be removed.
15. The OEM “rain gutter/tray” at the base of the windshield shall be intact and in the OEM location.
16. The floor pan may be modified to provide clearance for the exhaust system and allowed alternate trans- mission/transaxle.
17. Inner fender panels may be modified or replaced.
18. Convertible model cars may compete with a hardtop or as an open car.
19. Fasteners are free. Titanium fasteners are prohibited. Fasteners may be replaced with adhesives.
20. Rounded coverings may be used at the rear of the front window openings to bridge gap between the leading edge of b-pillar and inner edge of main roll hoop. The material and design of these coverings is free, but shall be neat in appearance and securely fastened.

[3] This rule is consistent with 2021 LP rules.

21. A third (3rd) tube on each side may extend through the firewall to the chassis in the engine compartment. These tubes shall not extend forward of the shock towers.

22. An underbody close-out panel(s) may be used in the area behind the rear axle. These panels shall not alter the external appearance of the car when looking from the rear and sides of the car (i.e. we want to have to lay on the ground to see them). If the production car uses underbody trim pieces, the OEM trim pieces may be removed or replaced, but any close-out panel(s) used may not visually hide any more of the mechanical components, when looking from the rear and sides of the car, than the OEM trim pieces do. The close-out panels shall not completely bridge the gap between the rear floor pan area and the rear axle centerline. On rear engine cars, any close-out panels shall not extend any further forward than the rear axle centerline. Cars with a fuel cell, engine, etc. that extend down into external visual range shall fit the close-out panel(s) around the component in such a way that it does not alter the external appearance of the car.

23. Chassis bushing material is not restricted

E. Engine

1. Alternate engines may be used if shown as an engine option on the spec line. Engine options will be considered if the manufacturer of the vehicle and engine are the same (e.g., an Acura engine installed into a Honda car) and was available in a car delivered in North America. Vehicles delivered with engines from other manufacturers (e.g. Morgan, Panoz, etc) may only use the originally installed engine, or another engine manufactured by the chassis manufacturer (e.g. Lotus Elise may use the Toyota ZZ engine, or any other Lotus manufactured engine that complies with the class rules, however a Lotus Esprit may not install a Toyota ZZ engine).

Engines from vehicles not available in a car delivered in North America may be considered and approved on a case-by-case basis. For an engine to be considered, a member must submit to the CRB a Vehicle Technical Specifications (VTS) sheet with all engine parameters filled out and all supporting documentation. If approved, all allowances will be noted on the proper spec line.

2. The crankshaft shall be a stock OEM part or an aftermarket part as long as it is of identical dimensions and material as the OEM part for the specific engine. The crankshaft may be balanced. The maximum weight reduction allowance for balancing of the crankshaft is 0.5 lbs. The maximum weight reduction allowance for the balancing of the reciprocating assembly is 15 grams.

3. Blocks may be sleeved to repair cylinder walls. Engines may be bored to a maximum of .040 inch over standard bore size.

4. Rocker arm, lifter, follower, pushrod, keeper, retainer, guide, and seat materials are free; Titanium is not permitted, except for retainers or OEM parts. The head may be machined to fit valve train components.

5. To increase the compression ratio, the bottom of the head may be machined. Alternate pistons are permitted and/or the pistons may be machined. Maximum compression ratio is 12:1 unless noted on the spec line. Must use SCCA approved fuel.

6. Valves may be replaced with Performance alternatives provided; 1) that the weight of the replacement is equal to or greater than OE. 2) they are the same size and profile as OE. Valve springs may be replaced with aftermarket alternatives provided they are the same configuration and size as OE +/-.015"). Valve lift is limited to .600 inches. OEM engines must retain OEM valve lift and duration.

7. Performance alternate camshafts are allowed. Camshaft timing is free.

8. Cars produced with an electronic throttle body may use the OEM electronic throttle body. The OEM electronic throttle body may be converted to manual actuation and the actuation cam on a manual throttle body may be changed to alter the opening/closing rate of the butterfly. Alternately actuated throttle bodies may be considered on a case-by-case basis.

9. The ignition system is unrestricted.

10. Aftermarket and performance alternative ECU, wiring, and transmission controls are permitted. Engine calibration (spark and fuel) is free.

11. Performance Alternative TCS is allowed. Reprogramming of OEM TCS systems is permitted.

12. Fuel injectors and fuel rails must maintain the original number and mounting locations, but are otherwise free. Fuel pumps and fuel filters are free in type, size and number.

13. The location and type of the fuel pressure regulators are free provided they are mounted within the engine compartment or the OEM location.

14. The oil pan and oil pickup may be baffled, modified, or replaced. The OEM oil pump may be modified, or replaced with an OEM-style oil pump. It is strongly suggested that oil drain plugs be secured with safety wire.

15. Vents, breathers, and oil filters may be added, or substituted. All emission control devices may be removed and the resulting holes

plugged.

16. Replacement gaskets and seals are free, including head gaskets. Replacement gaskets and seals must be made out of material(s) designed to seal the parts of an engine. Replacement gaskets and seals may not perform any other functions. Head gaskets may be used to adjust compression ratio.

17. The intake manifold on piston engines may be port matched to the head(s), provided no material is removed further than one inch in from the manifold to head mounting surface(s).

18. Variable cam timing (VTEC, VANOS, etc.) and variable length intake manifolds may be partially, or wholly, disabled. Variable cam timing systems that use multiple cam lobes for each valve(s) may remove lobes from the camshaft(s) that are not being used. For 13B Rotary Engines the 5th and 6th intake port actuators and valves may be removed or disabled.

19. Cars utilizing forced induction may not have a boost controller within reach of the driver. A car must enter pit lane to have the boost level changed by the crew if necessary. Competitors must be prepared to demonstrate the boost adjustment process to officials.

20. All cars shall use the installed engine's stock air throttling devices (e.g., throttle body, carburetor) and intake manifold, unless noted otherwise. Components upstream of the throttling devices are free.

21. Unless otherwise noted, the follow restrictions apply to turbochargers. The inlet restrictor (if required) shall be positioned within six inches of the compressor wheel. Turbochargers that have been added to non-turbo spec lines are grandfathered in the class, but will not be considered going forward. Swapping of turbochargers between engine makes and models is prohibited. Supercharged cars may be approved on a case-by-case basis. Alternate water pump, alternator, crankshaft dampers, and/or power steering pulleys are unrestricted. Crankshaft pulley is unrestricted for all non-supercharged engines; supercharged engines must use OEM crankshaft and supercharger pulleys unless otherwise noted on spec line. All cars may fit the approved carburetor and manifold. The approved manifold may be ported and polished, but its design and configuration shall not be altered in any other way. The lowering of or boring of holes in the center divider is prohibited. Removal or obliteration of the manifold part number is prohibited.

a. The approved carburetor shall be a maximum of 650 cfm and 4 barrels. The approved optional insulator (Holley #108- 12), and manifold (Edlebrock Performer RPM #7101-General Motors / #7121-Ford/Mercury) shall be fitted to cars.

b. Except as permitted in these rules, the carburetor shall not be modified in any way. Any carburetor jets, accelerator pump, pump cam, and accelerator pump nozzles may be used. Power valves, metering blocks, and floats may be altered or replaced. No venturi (including secondary or auxiliary) shall be modified in any way, but they may be aligned. Idle holes may be drilled in the throttle plates (butterflies). Carburetors may be modified to allow "four corner" idle adjustment.

c. The external throttle linkage to the carburetor may be modified or changed. Choke mechanisms, plates, rods, and actuating cables, wires, or hoses may be removed. No removal or alteration of the carburetor air horn is permitted.

d. All air entering the intake tract shall pass through the carburetor air inlet.

22. Cars may modify, or replace, motor and gearbox mounts provided that the engine and transmission are located in the OEM location. This includes the use of "torque plates". All engines will be mounted in the stock position unless otherwise specified. Where an engine setback is allowed, the OEM firewall may be modified only enough to accommodate the engine set back.

23. The following cars may set the engine rearward a maximum of 4.0 inches and may lower the engine a maximum of 1.5 inches:

24. Cadillac CTS-V (04-07)

25. Pontiac GTO (04-08)

26. Ford Mustang (85-~~06~~-14) 4. GM F-Body

(93-02)

27. The intake and exhaust ports on piston engines may be ported at a 3% weight penalty. The valve guide may be machined as part of this porting.

28. Dry sump systems are allowed. The dry-sump system is limited to 5 stages. It shall consist of 1 pressure stage and a maximum of 4 scavenge stages. If the OEM style pressure pump is used it shall count as the one permitted pressure stage. There may be a maximum of 2 two-port scavenge stages, or a maximum of 4 single-port scavenge stages, or any combination such that oil is not being scavenged from more than a maximum of 4 locations.

29. OEM engines may use a dry sump system. The use of an alternate oil pan and pickup tube is allowed.

D. Cooling

1. Water Cooling- Provided that the stock method of cooling is retained, the cooling system is free, including cooling fans, but the water radiator must remain in the approximate OEM location. The mounting angle may be changed.

2. Engine Oil Cooling- Coolers for the engine oil are free in number, type and location.

3. Intake Air Cooling- Cars utilizing forced induction may install intercoolers. The number, type, and location of intercoolers are free. Performance alternative Intercoolers are permitted.

4. Water Spray Systems- Water may not be sprayed on any intercoolers, radiators, etc. Water spray systems may only be used to inject water into the brake ducts.

5. Other Cooling systems; transmission oil, power steering, etc are not restricted

6. Hood louvers are permitted provided that they adequately deter risk from touching under-hood components.

E. Fluid Piping & Fuel Tank

1. Fuel Cells/Tanks- The use of a fuel cell is required unless the stock fuel tank is located between the axle centerlines and within the main chassis structure (i.e., frame rails, etc.). All fuel cells must comply with GCR 9.3. Proper bracing to protect the fuel cell in the event of a rear-end crash is required. If a fuel cell is installed in the rear hatch/rear trunk area, the OEM floor pan in that area may be replaced with metal in order to make it easier to mount the fuel cell and close out the area around the fuel cell.
2. There must be a metal bulkhead completely separating the cockpit from the compartment containing the fuel cell. This does not negate the requirement that the fuel cell bladder be contained in a metal container.
3. No line containing engine coolant may pass through the cockpit. No hydraulic fluid lines may have removable connectors inside the cockpit.
4. All fluid hoses, lines, reservoirs, and tanks that are in the cockpit, or cargo area that is open to the driver, shall be separated from the driver by rigid metallic and/or non-metallic enclosures and/or deflection shields to prevent fluid from spraying on the driver in case of a leak. Magnesium is prohibited. Waterproof flexible wraps may also be used to prevent fluid from spraying on the driver. The floor of these enclosures, or the area under the deflection shields, shall be designed to prevent the accumulation of fluids.
5. No fuel cooling devices are permitted in the car.

F. Oil System

1. If the oil tank is located in the cockpit area, or a trunk area that is open to the driver, it must be separated from the driver by a metal enclosure made up of .036 inch steel, or .059 inch aluminum. This is in addition to the 10mm thick crushable structure that is required in section 9.1.4.I.2. The floor of the enclosure must be designed to prevent accumulation of fluids.

2. Accusump-type systems may be used.

G. Exhaust System

1. Headers are allowed

2. Exhaust is free, as long as it exits behind the driver. The exhaust pipe may not protrude more than 3.0 inches at the point where it exits the bodywork (rear) or 1.0 inches (side) when viewed from above. If the exhaust pipe(s) exit the bodywork at the widest part of the body such that any extension of the exhaust pipe(s) beyond the body would make pipe(s) the widest point, the exhaust pipe(s) must be trimmed flush (+/- 0.5 inch) with the bodywork at the point that they exit the body. Minor body modifications are permitted to accommodate exhaust systems. Modifications shall serve no other purpose. The underbody rocker panels may be modified for the installation of the exhaust system, but these modifications may only serve to provide clearance for the exhaust system. The exhaust system must be adequately isolated from the driver's compartment.

3. If the exhaust system is routed in such a way that damage to it could cause hot exhaust to contact any part of the fuel system, there shall be a metallic heat shield protecting the fuel system components. This heat shield shall be located at least 3.0 inches away from the exhaust system, and there shall be at least 3.0 inches between the heat shield and the fuel system components.

H. Electrical System

The electrical system is free provided that:

1. Use any commercially available battery. Batteries may be relocated.
2. For the purpose of cost reduction, standard headlights, headlight operating ancillaries, and parking light assemblies may be removed and replaced with a plate of identical shape and size of the lens. Standard headlight assemblies may be replaced with aftermarket units of equal dimension. Vehicles with pop-up and/or hidden headlights may modify and/or remove the headlight assemblies as long as the headlight cover and any other external hardware are properly secured in the stock closed location.[4]
3. Fog/driving lights, parking lights and associated attaching hardware may be removed. The resulting openings may be used to duct air, or may be filled/covered. No ducting may extend beyond the outer surface of the bodywork.
4. Each car must be fitted with at least one effective windshield wiper assembly, which must be in working order throughout the event. Wiper blades, arms and associated hardware may be substituted freely. Other windshield wiper assemblies may be removed.
5. Each car must have an effective defogging/demisting system that is capable of keeping the windshield clear during wet sessions. Anti-fog films meet this requirement.

I. Drivetrain

1. Alternate differential housings are permitted from the same model of vehicle. Differential may be open, locked, or of a limited-slip type. The internals of limited-slip type differentials may be modified to change the amount of slip limiting. Differentials with external, or electric, adjustability are prohibited.
2. Driveshaft and half-shafts may be aftermarket, but shall be the OEM-type and use the same types of materials as stock. Drive shafts may be replaced by one piece drive shafts, and conversely.
3. Alternate flywheels and clutches are permitted. Carbon flywheels and carbon clutches are not permitted. Flywheel diameter must be the same as the OEM flywheel. Any 7 inch or larger clutch is permitted. Clutch and pressure plate design is free.
4. Aftermarket sequential transmissions are permitted. Cars with aftermarket sequential shift transmissions shall utilize a 1:1 ratio in top gear. Transmission location must be OEM. Maximum bell housing length is 10 inches. Cars that don't use an aftermarket sequential transmission may decrease their competition weight by 100 lbs.
5. Transmissions and ratios are free. Forward gears are limited to six speeds.

J. Suspension and Steering

1. All suspension members must be made from ferrous and/or aluminum materials. Chromium plating of suspension members is prohibited.
2. Suspension springs are free. Coil-over units may be added to supplement or replace OEM springs. Attaching points may be reinforced. It is permitted to use threaded spring seats for adjustability.
3. Shock absorbers and struts are free with a maximum or 4 adjusters per damper. Driver adjustable systems and electronically controlled shocks are not permitted unless it is an OEM system running with OEM shocks and springs. If a reservoir/adjustment canister is used, only one may be used per shock. The shocks at each individual wheel may not be connected in any way.
4. Anti-roll bars are free, and may be added, removed, or substituted. Driver adjustable anti-roll bars are not permitted. Adjustment controls for anti-roll bars may be located within the cockpit, but must be out of the reach from the driver's seat. Adjustments to anti-roll bars during practice, qualifying and race must be done in pit lane. End/drop links must use OEM mounting locations.
5. Spherical bearings are permitted on suspension components. Standard suspension bushings may be replaced with solid or spherical bushings. Alternate control arms permitted.
6. Any anti-roll bar(s) and rear axle traction bar(s), rear axle panhard rod and watts linkage can be added or substituted, provided their installation serves no other purpose. The mounts for these devices can be welded or bolted to the car. These devices and their mounts cannot be located in the trunk or driver/ passenger compartment unless fitted as stock. Rear axle traction bar(s) used to control axle housing rotation must be solid bar or tube.
7. When a car's anti-roll bar also acts as a suspension locating device, the bar's attachment points and pivot points on the chassis and suspension control arms must remain in their stock locations.
8. Slotted plates may be added over original shock mounts on front and rear shock towers for camber/ caster adjustment. Front and rear strut tower braces are permitted. Camber, toe and caster is unrestricted.

[4] This rule exists to avoid requiring racers to purchase extremely expensive replacement headlights.

9. All steering components, with the exception of the steering wheel, column and tie-rods/toe-links, must be original equipment supplied by the manufacturer. These parts may be strengthened provided the original part can still be identified. Steering column locks may be removed or disabled. Steering column locks may be removed or disabled.

10. A collapsible steering column shall be used. Most recent OEM steering columns have at least 2 universal joints in them that allow the steering column to collapse on impact. This type of design (with at least 1 universal joint) must also be used in any steering column extension(s) that may be used to reach the driver's competition seating position.

11. Power steering may be modified in any of the following ways:

    i. disconnected

    ii. an OEM manual steering rack for that model may be fitted

    iii. an electric power steering pump may be fitted

    iv. an OEM electric-assisted steering rack may be used.

12. Cars with live axles may decrease their competition weight by 50 lbs. It is permitted to camber a live axle or use a non-OEM option. The suspension configuration cannot be changed. Suspension pick up points cannot be changed beyond allowances elsewhere in the T1 category rules.

13. Unmodified OEM pick up points are mandatory

14. The spindle and/or outer joint on the a-arm and/or strut may be moved to correct bump steer caused by changing the vehicle ride height. These components are not limited to the 1.0 inch of movement that applies to the suspension pick-up points located on the chassis.

15. Non-coil over suspensions are permitted to convert to coil over systems.

16. Suspension links are free provided; They use standard ball joint, bushing, or spherical attachments. They are within +/- 1" OEM length

K. Brakes

1. Brake lines may be relocated, and rubber lines may be replaced with stainless steel braided brake lines. Hand brake assemblies may be removed. Brake proportioning valves may be used provided that they are of the in line, pressure limiting type. Non-pressurized brake fluid lines and master cylinders need not be metal, metal shielded, or bulkheaded. Pressurized brake fluid lines must be metal, metal shielded, or bulkheaded.

2. Brake proportioning valves may be used provided that they are of the in line, pressure limiting type. Brake pad friction material is free.

3. Hand brake assemblies may be removed. Backing plates and dust shields may be modified, ventilated, or removed.

4. Brake duct inlets incorporated in the front spoiler as standard, or in light openings, other than head- lights, may be used to duct air to the front brakes. Additionally, brake ducts may be fitted into the intermediate mounting surface of a permitted splitter.

5. Water spray cooling systems are permitted. The amount of water carried for injection into the brake duct is free. Water-cooled calipers are forbidden.

6. Wheel fans are not permitted.

7. When any allowed alternate calipers are used, calipers must be mounted in the same location and orientation as the OEM calipers. OE caliper mounting tabs may be modified or removed to facilitate installation.

8. Alternative piston inserts are permitted.

9. Anti-Lock Braking Systems (ABS) are permitted. Aftermarket ABS systems or controllers (e.g. Bosch, Tevis) are permitted.

10. Rotors 1 or 2 piece ferrous rotors permitted. Brake rotor sizes are allowed as follows-

- OE brake diameter permitted with no penalty
- Max brake disc size 380mm with no penalty
- >380mm brake disc permitted with a 50lb weight penalty

11. Calipers- The standard production calipers may be used. Performance alternative calipers are permitted- Max 6 piston 2 pad front

caliper may be used. Max 4 piston 2 pad rear.

12. Original equipment master cylinders and pedals may be replaced.

13. Power assisted braking systems are permitted.

14. The balance of braking forces between the two wheels on an axle shall be equal and non-adjustable.

15. The balance of braking forces between the front and rear axles may only be adjusted by the driver through:

    1. Direct intervention on the position of the center of the joint, on the linkage lever of the hydraulic pumps of the front and rear circuits.
    2. Direct intervention on a proportioning valve in which the intake pressure is adjusted through a pre- loaded spring.

16. Any brake ducts are permitted, but they must serve no other purpose. Fender liners maybe modified solely for routing and attachment of brake ducts. Duct intake openings may be created by the opening of 2 sections up to 14.5 square inches each in the front fascia. The stock headlamp location is not permitted for brake ducting. Two alternative duct openings may be created by the removal of the fog lights or 2 sections up to 14.5 square inches each of stock false grills originally located in the front fascia.

L. Tires & Wheels

1. Tire size is determined by referencing the following chart. Competitors must sum the base weight from the spec line and all weight modifiers, penalties and allowances before referencing the chart. Competitors are permitted to add weight if they wish to compete at a higher tire tier. Staggering tire sizes front and rear is permitted as long as the average size less than or equal to the chart. Tires must conform to GCR section 9.3. Tires.

Vehicle's Competition Weight (lbs)	Average Tire Width*
2400 – 2599	225mm
2600 -2799	235mm
2800-2999	255mm
3000-3199	275mm
3200-3399	295mm
3400-3599	315mm
3600+	335mm

*using published tire sizes, not actual measurements.

2. Wheels / Hubs- The standard wheels may be replaced with direct, bolt-on racing/aftermarket wheels under the following provisions:
    i. Loose wheel spacers of any type are not recommended.
    ii. All cars must run the same size wheel on the same axle.
    iii. As viewed from above at the centerline of the wheel; the fender shall completely cover the "tread" portion of the tire. Only the tire sidewalls may be visible.

iv. The wheel material is free, but they must be constructed of metallic material(s). No modifications (including grinding) are permitted on a vendor-supplied wheel.

v. Valve stems and caps are free.

3. Wheel Attachment

i. Center-locking type hubs and wheels may be used if vehicle is supplied with them from the manufacturer. If vehicle is not supplied with center-locking type wheels they may be used in conjunction with an adapter that bolts onto the OEM, or approved, hub.

ii. If a single wheel nut is used, a safety spring must be in place on the nut whenever the car is running and must be replaced after each wheel change. These springs must be painted Day-Glo red or orange. Alternatively, another method of retaining the wheels may be used provided it has been approved by FIA.

4. Rear wheels may not exceed 19.0 inches in diameter and 13.0 inches in width. Front wheels may not exceed 19.0 inches in diameter and 11.0 inches in width.

M. Labeling-

1. These rules include many options that affect a vehicle's competition weight.

i. The competition weight must be shown on both sides of the car. The competition weight is the sum of the spec line weight and all weight modifiers, penalties and allowances. In the event that a competitor increased their weight in accordance with the tire size option (section 9.1.9.1.L.1) that weight must be presented.

ii. In order to inform competitors, spectators and tech officials, competitors are required to declare their spec line number. Touring 1 spec lines have a column called "spec line number". This number is to be presented legibly, behind the driver's window in a font greater than .75 inches tall. The formats "Spec Line #XXXX" and "SL# XXXX" are recommended.

N. Approved Cars and Engines

The following car and engine combinations are approved in T1. Send a request to the Club Racing Board http://www.clubracingboard.com/ to add additional cars.

Notes from the Touring Committee-

Spec lines will have the following format. It is very similar to the previous T1-FP format, with the obvious addition of the "spec line number" column. This column will be most useful in distinguishing engine choices in complex spec line groups like the "Ford Mustang/Shelby/Shelby GT350/ GT500 (-2018). This scheme will also be helpful in differentiating these Mustangs from a possible Mustang GT4. Tech officials should be able to reference the car's label and easily flip to the appropriate spec line.

As we move forward, we will reference participation data to remove unused spec lines to clean up the rule book. Don't stress. If we accidentally remove an appropriate classification, It can go back in.

T1	Spec Line Number	Maximum Displ.	Min. Weight	Required Restrictor	Engine Notes	Chassis Notes
Acura NSX	1010	3000	3000			

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

DATE: August 2, 2022
NUMBER: TB 22-09
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 9/1/2022. 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. #33031 (SCCA Staff) Request to add Hoosier W2
In AS, GCR section 9.1.6.D.6.b.4, add as follows:
"Hoosier R7 or R6 or WET/H20 *or W2*"

B-Spec
None.

Electric Vehicle
None.

Formula/Sports Racing
F5
1. #33028 (Formula/Sports Racing Committee) Intake Boots Correction
In F500, GCR section 9.1.1.D.14.A, change as follows:
"Carburetor mounting 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 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 i~~*I*ntake boots~~,~~ BPP 420867860 (last 6 digits 867860 are embossed on the boot), BPP 420867862*1* (last 6 digits 867862*1* are embossed on the boot), *or* Kimpex 07-100-33~~, or Moto Tassinari V-Force 3 Reed Valve System V3124-873B-2~~ must be used for the 493 and 593 non-HO engines. *Moto Tassinari V-Force V3120-794A-2 Reed Valve System may be used with any allowed intake boot on the 493 and 593 non-HO engines.* ~~38mm i~~*I*ntake boots~~,~~ BPP 420867882 (last 6 digits 867882 are embossed on the boot) or Moto Tassinari V-Force 3 Reed Valve System V3124-873B-2 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 must be used for the 2004-2007 593 HO engines. Supercharging, turbocharging, and direct fuel injection are prohibited."

FE
1. #33019 (Robey Clark) Engine Heat Shield & Insulation
In FE, GCR section 9.1.1.I.2.G.a.17, change as follows:
"A heat shield *and heat insulation material may be used* between the engine block and the exhaust system *and* is recommended for the purpose of protecting hoses, shifter cable, and wiring from the heat of the *engine and* exhaust. *Heat insulation material may also be used to protect the fuel cell, fuel filter, fuel rail, and fuel lines.*"

GCR
GCR
1. #31557 (Tony Roma) Remove Burden of Proof from Protestee
In GCR, Section 8.3.3., add the following:
"The burden of proof lies upon any participant seeking action against another participant."

In GCR, Section 9.1.3.C., change the following:
"To establish the originality and configuration of the vehicle, each driver/entrant shall have a factory shop manual for the specific make, model, and year of the automobile. This manual shall be presented when so requested at any technical inspection. If the factory shop manual is no longer available from the vehicle manufacturer, an aftermarket shop manual will be accepted with proof of non-availability from the vehicle manufacturer. ~~The proof of legality shall rest upon the protestor and/or protestee.~~*The burden of proof lies upon any participant seeking action against another participant.*"

In GCR, Section 9.1.3.C., change the following:
"To establish the originality and configuration of the vehicle, each driver/entrant shall have a factory shop manual for the specific make, model, and year of the automobile. This manual shall be presented when so requested at any technical inspection. If the factory shop manual is no longer available from the vehicle manufacturer, an aftermarket shop manual will be accepted with proof of non-availability from the vehicle manufacturer. ~~The proof of legality shall rest upon the protestor and/or protestee.~~*The burden of proof lies upon any participant seeking action against another participant.*"

In GCR, Section 9.1.8.J.4., change the following:
"Devices that interact with the throttle, ignition, or fuel system during a shift operation (for example: ignitions cuts, flat shifters, blippers) are permitted, but no such devices shall remove the driver's control of the gear change initiation, gear selection or completion. The burden of proving that a device is in compliance with this rule shall be upon the ~~competitor~~ *participant and/or entrant of the car*."

In GCR, Section 9.1.10.A., change as follows:
"The B-Spec Category shall be considered primarily as a form for the membership to race street stock automobiles. Eligibility of cars may be discontinued at any time, for any reason other than competitive stature. ~~The proof of legality or illegality shall rest upon the protester and/or protestee.~~*The burden of proof lies upon any participant seeking action against another participant.*"

2. #32366 (SCCA Staff) Update Section 7 Penalties, Administrative Glossary, Results
In GCR, Section 7.2.G., change as follows:
"G. Probation of privileges
~~Although t~~*T*he probation is effective immediately. *If available, the SCCA member card should be surrendered to the Chairman SOM or the National Office. If a fine is imposed, the conditions set forth in the probationary license will not be met until the fine*~~, the probation period does not begin until the license, as well as any imposed fine,~~ is received by the Chairman SOM or the National Office. Any member on probation must notify the event Race Director or Chief Steward prior to his first on track session or beginning his assigned official's responsibilities. Failure to notify the Race Director or Chief Steward is a violation of probation.

1. Length of Probation
Probation may be up to 12 months; or it may be specified as a number of SCCA Road Racing event days or SCCA Road Racing event weekends.

2. Term(s) of Probation
A *member* ~~driver~~ on probation may be restricted to participating in his/her Division; limited to participating in certain types of levels of events; or required to perform specified event related activities, including attending an SCCA Drivers' School or official's training. Participating in SCCA Test Days or SCCA events that are not sanctioned by SCCA Road Racing will not fulfill probation."

In GCR, Section 7.2.I., change as follows:
"I. Suspension of license privileges
SCCA license privileges for a driver, crew, or official may be suspended for a period of time not to exceed 12 months. A license holder whose privileges are suspended must immediately surrender his license to the Chairman of the SOM, review committee, or Court of Appeals. ~~While the~~ *The* suspension is effective immediately.~~, the suspension period does not begin until the license, as well as any imposed fine, is received by the Chairman of the SOM, review committee, or the National Office.~~ *If a fine is imposed concurrently with the suspension, the suspension period will not be completed until the fine is received by the Chairman of the SOM, review committee, or the National Office.*

A member whose Competition License has been suspended shall not participate in a Road Racing event using any other grade or form of competition license. When the suspension is the result of a non-compliant vehicle, the infraction shall be noted in the Vehicle Logbook.

The suspension document for a ~~Competition L~~license holder will note whether a member whose license privileges have been suspended may participate in further Road Racing events in another capacity using another type or grade of license."

In GCR, Section 7.4. PENALTY POINTS, change as follows:
"A. Penalties assessed by the SOM, or the Court of Appeals accumulate points *on the member's record* according to the following schedule:
~~1. Fine ($1 - $99) no points~~
~~2~~*1*. Reprimand 1 point
~~3~~*2*. Fine ($1~~00~~ - $249) 1 point
~~4~~*3*. Loss of event points 1 point
~~5~~*4*. Fine ($250) 2 points
~~6~~*5*. Loss of time, lap, or finishing position 2 points
~~7~~*6*. Probation of SCCA competition privileges 3 points
~~8~~*7*. Disqualification 4 points
~~9~~*8*. Suspension of SCCA competition privileges 6 points
~~10~~*9*. Loss of accrued championship or series points 7 points

B. *The above* ~~P~~*p*enalties*, if* imposed by the Race Director or Chief Steward, *incur 1 point automatically in lieu of the stated points in the above schedule.*~~do not incur penalty points~~. If a Chief Steward's Action is protested and the protest is disallowed (upholding the Chief Steward's Action), the SOM may, at their discretion, assign penalty points as listed above."
"D. Automatic penalties are imposed according to the following schedule:"
SEE ATTACHED

In GCR, APPENDIX A. ADMINISTRATIVE GLOSSARY, change the following:
"**5. Club Racing Board**

The SCCA Club Racing Board (CRB) establishes rules*, specifications* and standards for *competition vehicles, as well as for* scheduling, organizi~~ng~~*ation*, *conduct, and supervision of* ~~conducting SCCA sanctioned~~ Road Racing ~~events~~*programs*, and the licensing of drivers and officials. The CRB supervises the execution of these rules and standards. *The Club Racing Board shall work in concert with the Road Racing Department to ensure such rules and procedures mesh smoothly to the benefit of the program and the participants.*

The CRB may appoint Advisory Committees to assist in reviewing member requests for rules development and changes to individual vehicle specifications, and to solicit and make recommendations to the CRB based on their research and knowledge. Advisory Committee members serve at the discretion of the CRB and the Board of Directors."

"**12. Event**
An entire program of competitions. Also known as a "race event" *or "race weekend".* This term includes all sessions run under a single, or multiple sanction numbers. *A race weekend is defined as a calendar period of consecutive days. Multiple events run in the same calendar period will be considered one race weekend."*
"26. Penalty Definitions
The following penalties will be reflected in the membership record for as long as any points associated with those penalties are valid.
***a) Reprimand** – A formal rebuke that an action or behavior is unacceptable.*
***b) Probation** – A penalty against a specific privilege(s) (e.g.. competition license, specialty license) authorized by SCCA which requires observation for a specified amount of time and/or completion of a specific set of conditions. When a probation penalty is applied, a Membership – Probationary License form will be issued and used during the probationary period.*
***c) Suspension** – A penalty against a specific privilege(s) (e.g. competition license, specialty license) authorized by SCCA which temporarily removes one's ability to participate for a specified amount of time (e.g. 30 days, 6 months, 12 months.) Suspension and/or termination of overall membership including all privileges is reserved to the National Board of Directors."*

In GCR, Section 5.10.4.B.6., change as follows:
"When a ~~car~~ *participant receives any penalty listed in 7.2., the penalty and GCR reference shall be shown on the Official Results.* ~~is given a lap, time or finishing position penalty, the reason should be shown on the Official Results, including the GCR reference.~~"

In GCR, Section 5.12.1.B., add the following:
"*3. Action Reporting*
The Chairman of the SOM (or his designee) shall add all participant actions to the member record of the named party(s) in the Action History/Discipline form found in the Member Account Portal within 10 days of the completion of the event."

3. #32834 (Harley Kaplan) Safer Roll Cages
In GCR, Section 9.4.D.1., Roll Cage Attachment Points, add the following:
"Cars competing in Improved Touring, Spec Miata, T4, and B-Spec may extend one tube per side from the door bars down to the rocker panel. The attachment point may be not larger than 25 square inches and no longer than 8" in any direction. The tube shall not exceed door bar diameter and thickness. The attachment points shall be approximately centered longitudinally in the door openings."



In GCR, Section 9.4.E.1., Roll Cage Attachment Points, add the following:
"*a. Cars competing in Improved Touring, Spec Miata, T4, and B-Spec may extend one tube per side from the door bars down to the rocker panel. The attachment point may be not larger than 25 square inches and no longer than 8" in any direction. The tube shall not exceed door bar diameter and thickness. The attachment points shall be approximately centered longitudinally in the door openings.*"



4. #33058 (SCCA Staff) Adding Intent verbiage to the GCR
In GCR section 1.2.3.D., add verbiage and re-number as follows:
"D. The interpretation and application of the GCR by SCCA officials is final and binding. To promote the sport of automobile competition; to achieve prompt finality in competition results; and to recognize the numerous benefits to them, all members expressly agree that:
1. The intent of a specific rule will override a participant's interpretation of a rule. The intent of a rule will be determined by the CRB. If any rule is unclear to the participant, the participant is advised to obtain written approval by submitting a compliance review request under GCR section 8.1.4 prior to making any modification."
~~1.~~*2.* SCCA officials' determinations are non-litigable;
~~2.~~*3.* They will not initiate or maintain litigation of any kind against SCCA or anyone acting on behalf of SCCA to reverse or modify such determinations, or seek to recover damages or other relief allegedly incurred or required as a result of such determination; and
~~3.~~*4.* Any member who initiates or maintains litigation violating this provision agrees to reimburse SCCA for all costs of litigation, including travel expenses and attorneys' fees."

General
None.

Grand Touring
GT General
1. #32799 (John Mills) Tail lights on all GT category race cars.
In GT, GCR Section 9.1.2.F.7.a.6:
"Glass and/or plastic headlights, front parking lights, front signal lights, lenses, and bulbs shall be removed. Headlight openings shall be covered with a wire mesh screen or panel having the same contour as the original lens, mounted so that the headlight bezel/rim remains in place, maintaining the standard appearance of the Production automobile. Side marker light assemblies shall be removed and the resulting openings covered with a plate whose dimensions do not exceed those of the original parts; side marker lights that are an integral part of the taillight assembly cannot be removed. Other lighting parts and operating mechanisms may be removed. In the case of pop-up headlights, the entire assembly may be removed and the opening covered with a screen or plate (as above, without the headlight bezel/rim requirement) which provides a stock appearance. It is not permitted to relocate the standard headlight, parking light, signal light, etc., openings. *Traditional GT cars only. Not allowed with any "Spec Car, GT2-ST, or any other added non Traditional GT car.* Taillights shall be in the original location and ~~shall~~ *may* be the original style/type of taillight for the make, model, and year of car. *A rear body panel having the same contour as the original lens area and in the original location, may be fitted with a tail-light graphic of the original style/type frame/lens adhered to it. If side marker lights are an integral part of the tail-light assembly they must be represented by the panel graphic. These panel/graphics shall have a functioning red LED lamp assembly fitted through them on both sides of the car to serve as brake lights. A 15-watt or equivalent rain light may be included with-in this LED assembly or may be a separately mounted single or dual LED assembly.*"

GT2

1. #33076 (Grand Touring Committee) Addendum to letter #32514 Ginetta GTA G56
In GT2 Spec Lines, classify Ginetta GTA G56 as follows:

GT Cars - Ginetta					
Model	Years	Body Style	Drive-line	Wheel-base (in)	Notes
Ginetta G56 GTA	*2021-22*	*2dr Coupe*	*RWD*	*96.6"*	*Weight 2600lbs. 3.7L Ford V6 (Sealed) w/dry sump.W/ 6 speed Quaife sequential. Must be run as a "Spec Car" as Factory built and sealed. Must have Factory manual or Factory Build Sheet in possession at all race events. May use any brand of oil, filter, gear oil and brake fluid.*

Improved Touring

None.

Legends Car

None.

Production

1. #32725 (G. Metcalf) Request to classify VW New Beetle 2.5L in EP
In EP Spec Lines, classify Volkswagen New Beetle (06-11) 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.)
Volkswagen New Beetle (06-11)	*2*	*2400 * 2460 ** 2520*	*5 cyl DOHC*	*82.5 x 92.8 (3.25 x 3.65)*	*2480 (151.3)*	*Iron*	*Alum*	*(I) 32.4 / (1.28) (E) 28.0 / (1.10)*	*Fuel Injection*	*2507 / (98.7)*	*1618 / 1603 (63.7 / 63.1)*

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*	*280 / (11.0) Disc 232 / (9.10) Disc*		*Stock Throttle Body ID*	*Comp. Ratio limited to 12.0:1. Valve lift limited to .500".*

2. #32775 (James Lindenthal) Request Rotary Injection on Dual Y manifold
Effective November 1, 2022, in EP Spec Lines, change Carburetor. No. & Type as follows:
Mazda RX-7 (12A/13B) (79-85):

"12A: (1) Nikki 4 bbl carburetor w/ primary choke(s) bored to match secondary choke(s) on a stock manifold or (1) Auto-type 2 bbl w/42mm choke(s) on a “dual-y” manifold. 13B: (1) Auto-type 2 bbl 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."

Mazda RX-7 (13B) (86-91):
"(1) Auto-type 2 bbl 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."

3. #32985 (Douglas Hedges) Request for Corrado Stroke & Displacement Correction
In EP Spec Line, VW Corrado (92-95), change as follows:
Bore x Stroke mm/(in.): "81.0 x 90.4*3* (3.19 x 3.56)"
Displ. cc/(ci) (nominal): "278*9*2"

Spec Miata
None.

Super Production
None.

Super Touring
None.

Touring
T3
1. #32779 (John Wilson) S2000 Hard Top Clarification
In T3 Spec Lines, Honda S2000 (all) (00-09), add to Notes as follows:
"Any OEM, *Mugen P/N 0000-04-2312,* or aftermarket hardtop permitted that retains the OEM roof silhouette. If a hardtop is used, latches shall be replaced with positive fasteners."

2. #33081 (Touring Committee) T3 Pontiac Solstice-
In T3 Spec Lines, Pontiac Solstice GXP Coupe / Convertible (07-09), change Notes as follows:
"~~35~~*36*mm TIR required."

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

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Laurin Brallier vs. ACS COA Ref. No. 22-08-SE
August 31, 2022

FACTS IN BRIEF
Following the Saturday, July 2, 2022, Group 1 Southeast Majors race at Roebling Road Raceway, Assistant Chief Steward (ACS) Mark Rothermel filed a Chief Steward's Action (CSA) citing Laurin Brallier, driver of Formula Vee (FV) #76, for passing Formula 500 (F5) #3 driven by Carl Maier, while yellow flag(s) were displayed, in violation of General Competition Rules (GCR) 6.1.1.B. (No passing when yellow flag(s) is/are displayed). ACS Rothermel penalized Ms. Brallier with a loss of 3 finishing positions in class.

Ms. Brallier appealed the action of the ACS.

DATES OF THE COURT
The Court of Appeals (COA) Costa Dunias, James Foyle, and Jack Kish (Chairman) met on July 21, 2022, to review, hear and render a decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Request to Appeal from Laurin Brallier, submitted July 12, 2022.
2. Notification of Appeal, received July 25, 2022.
3. Official Observer's Report and related documents, received July 25, 2022.
4. Videos from Mr. Maier and Stevan Davis, received July 25, 2022.

FINDINGS
Ms. Brallier reportedly submitted a Protest of the CSA which was presented to the Stewards of the Meet (SOM). However, before it was heard, the protest was withdrawn. Subsequently Ms. Brallier filed an appeal of the CSA.

GCR 8.4.1. (Right to Appeal), states "… right to appeal a decision or penalty imposed by the SOM or Review Committee." The COA finds there is no provision in the GCR for an appeal to be filed by a named party against a CSA and returns the appeal unheard.

DECISION
The COA respectfully declines to hear the appeal. Ms. Brallier's appeal fee will be returned in its entirety.

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

COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
George DeLong vs. CSA COA Ref. No. 22-09-SE
August 26, 2022

FACTS IN BRIEF
Following the Saturday, July 2, 2022, Group 1 Southeast Majors race at Roebling Road Raceway, Assistant Chief Steward (ACS) Mark Rothermel filed a Chief Steward's Action (CSA) citing Laurin Brallier, driver of Formula Vee (FV) #76, for passing Formula 500 (F5) #3, driven by Carl Maier, while yellow flag(s) were displayed, in violation of General Competition Rules (GCR) 6.1.1.B. (No passing when yellow flag(s) is/are displayed). ACS Rothermel penalized Ms. Brallier with a loss of 3 finishing positions in class.

Subsequent to the event, Mr. George DeLong, Race Director (RD) for the event was sent a Notification of Appeal filed by Ms. Brallier. This was Mr. DeLong's first awareness of the CSA penalizing Ms. Brallier.

Mr. DeLong filed an appeal on the penalty imposed upon Ms. Brallier.

DATES OF THE COURT
The Court of Appeals (COA) Costa Dunias, James Foyle, and Jack Kish (Chairman) met on August 18, 2022, to review, hear and render a decision.

DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Notification of Ms. Brallier's Appeal, received July 25, 2022.
2. Request to Appeal from George DeLong, submitted July 29, 2022.
3. Notification of Appeal, received August 10, 2022.
4. Stewards Letter for the event and detailed explanation from Mr. DeLong, received July 29, 2022.
5. Official Observer's Report and related documents and video, received July 25, 2022.

FINDINGS
In his appeal, Race Director DeLong asserts there were process errors at the event, including by-passing authorities granted only to the Race Director and denial of due process to the competitor, Ms. Brallier. Mr. DeLong's appeal included a written Stewards Letter provided to his Assistant Chiefs prior to the event in which he stated, "If you are considering issuing a CSA/RFA, I would like to review the proposed penalty or action with you before we meet with the Driver." Mr. DeLong states he was not informed

of the action taken at any time during the event. He is therefore appealing the penalty imposed upon Ms. Brallier.

The COA notes GCR 5.1.2.B. states, "At U.S. Majors Tour events… the Race Director has final authority over the event." GCR 5.12.2. (Race Director) indicates the Race Director has all the responsibilities and duties of the Chief Steward. Those responsibilities, per GCR 5.12.3. (Chief Steward), include the authority to “delegate any of these powers and duties to Assistant Chiefs”, if desired.

The COA finds Mr. DeLong, as Race Director, was afforded all responsibilities and duties of the Chief Steward of the event. He did not explicitly delegate the power under GCR 5.12.3.C.10. to "Impose time, lap, event points, or position penalty" to the Assistant Chief Stewards but in fact, cautioned them to speak to him before meeting with a competitor. His Stewards Letter indicates he intended they meet with the driver together.

The COA rules ACS Rothermel did not possess the authority to impose the penalty of loss of 3 finishing positions in class. The Chief Stewards Action is invalid and is rescinded. Ms. Brallier’s original finishing position is restored. Mr. DeLong’s appeal is timely, based on when he was first notified of the penalty imposed.

DECISION
The COA overturns the penalty in its entirety. Ms. Brallier’s finishing position is restored and all prizes, awards, and points will be reinstated. Mr. DeLong’s appeal is well founded, and his entire appeal fee will be returned.