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

DATE: September 7, 2022
NUMBER: TB 22-10
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 10/1/2022 *(not effective for the Runoffs unless otherwise noted.)* 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. #33151 (American Sedan Committee) correction of Dodge Challenger specification line
Race Memo 22-05 Effective 09/01/22:
In AS, Spec Lines, Dodge Challenger (08-20), add transmission ratios as follows:
"2.97, 2.10, 1.45, 1.00, 0.74, 0.50 *or 2.26, 1.58, 1.19, 1.00, 0.77, 0.63*"

B-Spec
1. #32179 (Steven Kaster) Utilize the Data - Make BoP Changes
Effective January 1, 2023, in B-SPEC Spec Lines, Honda Fit (15-19), change weight as follows:
"~~2800~~*2575*"

Electric Vehicle
None.

Formula/Sports Racing
FA
1. #33160 (Club Racing Board) Pro Formula Mazda Dimension E&O
In FA Table 2, Pro Formula Mazda spec line, change the notes as follows:
"All current FA rules apply to areas not covered by this spec line. Apex seals unrestricted. Street port or bridge port allowed. Unmodified OEM lower intake manifold required, upper manifold unrestricted. Balance tube not permitted. Fuel injection only. 70mm Throttle Body. *The maximum height of the wing and/or endplates shall not exceed 99cm (38.98 inches). The overall maximum width of the bodywork behind the front wheels shall not exceed 132cm (51.17 inches).*"

FE
1. #33084 (Robey Clark) Brake bias adjuster clarification
In FE, GCR section 9.1.1.I.2.K, add the following:
"*f. Driver adjustable manual brake bias is allowed.*"

2. #33089 (Robey Clark) FE Front and Rear Wing Update & Clarification
In FE, GCR section 9.1.1.I.2.F.g, change as follows:
"The front wing ~~main plane, front wing secondary elements, front wing support mounts, and front wing endplates~~*assembly and its related mounting components* must be used ~~and mounted~~ as delivered ~~from Enterprises~~. ~~Any m~~*M*odification*s* ~~to these parts~~, except as specifically noted ~~herein~~, ~~is strictly forbidden~~*are prohibited*. The *front* main ~~wing plane angle is zeroed on the rear upper aft transmission surface measured with a suitable angle gauge, i.e.: digital level on the top main plane 2 inches outward from the nose box mounts~~*element may be adjusted +2.5 to -0.5 degrees*. ~~It must meet a minimum measurement of negative .5 degrees (angled down in the back) and a maximum measurement of positive 2.5 degrees (angled up in the back). It is acceptable to shim the main plane to obtain this measurement.~~*Shimming 2 of the 4 verticals through the main element mounting points to achieve adjustment range is allowed. The main element angle is measured relative to the reference plane. The main element is checked on the upper surface, midway between the vertical mounting and outer secondary elements on both sides. Note: The reference plane is the machined surface where the shock clevises are attached to the transmission case. Secondary wing elements may be used in any of the provided adjustment holes.* Gurney flaps *(0.500" +/- 0.030")* are ~~permitted~~*allowed* as an option ~~for installation on the trailing edge upper surface of the front wing~~*on* secondary elements only~~, not the wing main plane~~. ~~They~~*Gurney flaps* must be *securely* attached ~~in a secure fashion, without modification to the wing element except for mounting hardware. Only .500" +/- .030" flaps are allowed. Maximum number of mounting locations on front flaps is 2 on each flap and maximum hardware size is~~*with two* #8 ~~(.156)~~*hardware or tape*. Gurney flaps~~, where attached, shall be~~ *are bent or formed* 90 degrees *to have a sharp inner radius*~~and parallel to the upper surface of the wing element and~~. ~~no t~~*T*aper*ed* or "saw-toothed" Gurney~~s~~ *flaps* are *not* permitted. *Gurney flaps are measured for total height as mounted from the upper surface of the element.*"

In FE, GCR section 9.1.1.I.2.F.h, change as follows:
"The rear wing *assembly* and its related mounting components ~~are to~~*must* be used ~~and mounted~~ as delivered. ~~Any m~~*M*odifications, except as specifically noted~~herein~~, are ~~strictly~~ prohibited. The lower ~~plane angle, zeroed on the rear upper aft transmission surface, measured with a suitable angle gauge. i.e.; digital level on the top surface of the lower rear wing must meet a minimum of −3.0 degrees (angled down in the back) and a maximum of +2.0 degrees (angled up in the back). It is acceptable to adjust the lower rear element to meet these requirements~~*element may be adjusted +2.0 to -3.0 degrees. Chamfering the upper inner corners of the wing mounting brackets to achieve the adjustment range is allowed. The element angle is measured relative to the reference plane. The element is checked on the top surface, near the center, without a Gurney flap. Note: The reference plane is the machined surface where the shock clevises are attached to the transmission case.* The upper ~~rear wing~~ element may ~~only~~ be adjusted within the ~~parameter~~*profile* of the *wing* endplate~~s and wing adjusters as provided from Enterprises~~ *using any of the provided adjustment holes*. ~~No additional holes may be added.~~ Gurney flaps *(0.250" +/- 0.030")* are ~~permitted~~*allowed* as an option~~for installation on the trailing edge upper surface of the~~ *on one or both* wing element*s*. ~~They~~*Gurney flaps* must be *securely* attached ~~in a secure fashion, without modification to the wing element except for mounting hardware. Only .250" +/- .030" flaps are allowed on one or both elements~~*with five #8 hardware or tape*.~~The~~ Gurney flap*s* ~~only, may extend beyond the parameters of the end plate~~*are bent or formed* 90 degrees *to have a sharp inner radius*. ~~Maximum number of mounting locations is 5 and maximum hardware size is #8 (.156). Gurney flaps, where degrees and parallel to the upper surface of the wing element and no t~~*T*aper*ed* or "saw-toothed"
Gurney~~s~~ *flaps* are *not* permitted. *Gurney flaps are measured for total height as mounted from the upper surface of the element.*"

P1
1. #33123 (Club Racing Board) E&O clarification regarding forced induction
In P1, GCR section 9.1.8.B.J, add a new part and renumber the section accordingly:
"*1. Turbocharging and supercharging are not allowed.*"

GCR
GCR
1. #33032 (Jim Graffy) Revise Appendix F regarding Flat Plate Intake Restrictor.
In GCR, Appendix F Restrictor, Intake, change as follows:
"Flat Plate Intake Restrictor (FPIR) – a metal plate ~~through which all engine combustion chamber air (and possibly fuel) must pass.~~ *with a hole through which all air to the engine must pass shall be round, centered with respect to the throttle body bore or carburetor bore or intake manifold bore to which it is attached; no radiusing, chamfering or beveling of the hole is permitted.* Unless otherwise specified in a category, class or individual engine specification, all flat plate restrictors must meet the following requirements (more than one plate restrictor may be required in some applications; each shall meet the requirements):"

General
None.

Grand Touring
GT2
1. #32982 (Jorge A Nazario) Request for C5/C6 Corvette Restrictor Size Review
In GT2/ST Spec Lines, Chevrolet Corvette (-2013), GM L76 5967, change Restrictor as follows:
"73~~3~~*4*mm"

GT3
1. #32952 (Chris Edens) GT3 Turbo Displacement Clarification
In GT Category Specifications, GCR Section 9.1.2.E.13.l.3., change Engine Displacement (cc) as follows:
"1401-18~~00~~*50*"

Improved Touring
ITA
1. #33130 (Improved Touring Committee) Spec LIne Error
In ITA Spec Lines, classify Porsche 944 (2V) (83-88) as follows:

ITA	Engine Type	Bore x Stroke(mm)/ Displ. (cc)	Weight (lbs)	Notes:
Porsche 944 (2V) (83-88)	*4Cyl*	*100x78.9 2479*	*2865*	

In ITS Spec Lines, remove Porsche 944 (2V) (83-88) in its entirety.

Legends Car
None.

Production
None.

Spec Miata
None.

Super Production
None.

Super Touring
None.

Touring
T4
1. #32945 (Touring Committee) Another 2022 BRZ/86 T3 request
In T3 Spec Lines, Subaru BRZ (2022-), change as follows:
Weight: "~~2750~~*2975*"
Notes: "Any spring up to ~~750~~*1000* F/R permitted. Front strut tower brace permitted. SPC *or SPL* rear lower control arms permitted. Cold air intake allowed. Subaru brake parts 26292CA070 & 26292CA060 allowed~~ with 100 lb penalty~~."