

Recommended Rules Changes

Recommended Items for 01/01/2023 unless otherwise noted

The following are proposed rule changes made by the Club Racing Board. These items will be presented to the Board of Directors for approval at their National Convention meeting. Comments, both for and against, should be sent to the Club Racing Board via <http://www.crbcca.com> or www.clubracingboard.com. The CRB recommendations for implementation of these rule changes, if approved, is noted in each letter. The letter number, Fastrack month, author, and title precede each proposed rule.

JANUARY 2023 – APPROVED

AS

1. #32261 (Tom Brown) Request alternate Blocks & Heads In AS Specifications, 9.1.6.F.2.. add the following:

"9. Alternate blocks made used:

GM vehicles – Dart P/N SHP31161111 or World Product 084010

Ford vehicles – Dart P/N SHP31374175 or World Product 087110"

GCR

1. #33271 (Greg Amy) CSA and GCR 7.4.B

In GCR, Section 7.4.B., change as follows:

"The above penalties if imposed by the Race Director or Chief Steward *for on-track infractions (ex. Contact, PUY, Failure to follow flag instruction, etc.)* incur 1-point automatically in lieu of the stated points in the above schedule. *Above penalties imposed for car non-compliance (ex. Illegal part, failure to meet weight, fuel, stall test, etc.) will not incur an automatic 1-point penalty if imposed by the Race Director or Chief Steward.* 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. *The Race Director or Chief Steward may impose a 1-point penalty on a competitors competition license for penalties imposed by CSA for especially dangerous or egregious infractions under any general competition rules."*

2. #33474 (David Fiorelli) Minimum weight rounding

In GCR, Appendix G. Facts, Formulas, and Measurement Standards, Section G.2.1., change as follows: "Weight is absolute minimum. *Any vehicle minimum weight that is not a whole number shall be rounded to the nearest whole number as follows: fractional weights ending in .50 pound or above round up to the next whole number; fractional weights .49 pound and below round down to the next whole number.*"

In GCR, Production Category, Section 9.1.5.B. add the following:

"6. Any B-Spec car meeting all the requirements of BSCS 9.1.10 may compete in the Production class in which the same make, model and engine displacement car is classified. For B-Spec cars competing in Production, the level of preparation and modifications will be as determined by BSCS 9.1.10 and not by PCS 9.1.5, including tire limitations as defined by 9.1.10.E.7."

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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 unmodified.*

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."~~

Prod General

1. #33596 (Production Committee) Allow B-Spec cars to run in Prod & align with 9.1.5.B.5 In GCR, Production Category, 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, *including tire limitations as defined in 9.1.3.D.8.a.2.* ~~however any DOT approved tire as defined by 9.3.45 is allowed. This is intended to allow Improved Touring competitors to become more familiar with Production to assist them in determining whether to modify their cars to meet the requirements of PCS 9.1.5 and also to permit Improved Touring competitors to compete in all events open to Production cars."~~

T1

T1

1. #33580 (Touring Committee) 2023 Touring rules

In GCR, Section 9.1.9.1. TOURING (T1) CATEGORY, add the following:

"Touring 1 Rules for GT4 and Homologated Cars.

Touring 1 is comprised; 1) Race modified USDM cars (discussed above), 2) GT4 cars originally built for pro racing, and 3) Homologated cars which were built to conform to a different series or spec sheet. These are the category rules for Touring 1 GT4, homologated, and purpose built cars. Cars in this category include, but are not limited to SRO GT4, and Spec Corvette. To be eligible to compete in Touring 1, the car must conform to these category rules and the following spec lines. Each spec line below

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includes a column named “must conform to”. At all events, it is the driver’s responsibility to provide the applicable homologation documents. Factory built race cars must conform to published specifications.

Q. Eligible cars-

- 1. GT4 and Homologated cars must be based off of USDM models. Only cars listed in the spec lines below are permitted to compete in Touring 1. Lightweight and Non-USDM models (ie. KTM X-Bow or Ginetta G56) will not be classed.*
- 2. New classifications will be considered pending a complete request through the SCCA’s letter system. Newly created spec lines will be required to complete at least 3 Super Tour weekends before the spec line is eligible for Runoffs competition. This ensures reasonable data collection and comparison prior to qualifying to enter the national championship race.*

R. Approved modifications to homologated cars- All cars must conform to the rules set defined in their spec line unless otherwise noted below.

- 1. Cars built with front windows are permitted, but not required, to remove them.*
- 2. Safety equipment: Seats, Belts, Nets, and steering wheels may be replaced with SCCA compliant alternatives. All cars must meet SCCA cage and safety standards.*

S. Fuel- Cars must use fuel that conforms to section 9.3.25 or to the Runoffs Supplemental regulations.

T. Tires- Tires must conform to GCR section 9.3.45 Tires and also must conform to spec line requirements. DOT approved tires are required.

U. Performance adjustments- The spec lines include specific requirements to achieve parity with other Touring 1 cars. These may include specific ECU programming, inlet restrictors, weight, etc. Notes in the spec lines supersede rules set forth in these category rules. Each spec line defines which rules set it must conform to.

V. Labeling-

- 1. These rules may include many options that affect a vehicle’s competition weight.*
 - a) 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.*
 - b) 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.”*

2. #33633 (Touring Committee) Touring 1

In GCR, create the following ruleset to run simultaneously with existing Touring (T1) Category effective 1/1/2023, existing TOURING (T1) CATEGORY to sunset effective 3/1/2023:

“1. Touring 1 Rules

T1 Category Purpose and Philosophy:

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Intent- 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 high-performance production-based vehicles either; 1) built from road-going donors or 2) initially sold as a race ready car. 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.

Philosophy- The T1 philosophy is to allow balanced competition between racers that approach the class from different scenarios. 1) Some will opt to race a production-based vehicle with safety equipment and common and widely available performance modifications 2) Due to the increasing complexity of high-performance cars, late model T1-capable cars are primarily being built by manufacturer-backed programs. Drivers that opt to race these cars will be required to comply with a specific homologation or spec sheet as defined in their spec line. Examples are GT4 cars or the track-ready Mustang FP350S. 3) Some will choose to campaign cars built for a different series. An example is the inclusion of Spec Corvettes.

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.

The T1 rules are broken into 2 categories: 1) Cars that were once showroom models, which were converted to race cars conforming to the following category rules, and 2) Cars that were built to meet the homologations of a different series or were built by a factory as a track-ready car.

Category rules for showroom models begin in at "A. Bodywork" and continue to "N". Allowed homologated cars must comply with the second set of category rules found after the first set of spec lines and resume at "Q".

Only cars listed in the following spec lines are eligible to compete in SCCA Touring 1 races. Not every spec line is automatically eligible to compete in the National Championship Runoffs. All new spec lines will be required to compete in at least 3 Super Tour events prior to being able to enter the Runoffs. This provides the club the chance to evaluate new spec lines before they enter.

Old or unused spec lines will be removed from these rules through the following process: If a spec line or engine option is slated to be removed, it will be marked with "Expiring" and an effective date in the "Spec Line Number" column. If you compete under one of these spec lines, or intend to soon, please submit a request through the SCCA's letter system. If a spec line or engine option was removed, you may request to re-class it.

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. 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.*
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 or bumper frame 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 reinforced 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 may be no wider than the widest part of the car, not including fender flares/lips and mirrors, or a maximum width of 72.0 inches, whichever is the lesser.*
- 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.*
- 3. *Any car not using a wing and/or splitter may subtract 150lb.*
- 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 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 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. Jock points are considered when measuring ride height.*
- 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. The area closed off to mount the NACA- duct shall not exceed 50 square-inches. 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.*
- 9. Windshield clips, per GCR section 9.3 Windshield Clips/Rear Window Straps, are permitted and recommended. Rear window clips are permitted.*
- 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.*
- 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. Engines may be used if they are 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. 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. OEM Engine option- Some spec lines are offered the option to utilize OEM engine specifications. This option is indicated in the "Maximum Displ." Column of the spec lines. When using this option, it is permitted take advantage of the durability allowances listed below, including valves, pistons and rods. These parts must be greater than or equal OEM weight, and must meet the specifications set forth in the factory service manual. OEM engines may use a dry sump system. The use of an alternate oil pan and pickup tube is allowed.

3. The crankshaft shall be a stock OEM part or an aftermarket part as long as it is of identical dimensions, material, and within 3% of the mass of 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.

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

5. 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. Rocker arm ratio must meet OEM specs.

6. To increase the compression ratio, the bottom of the head may be machined.

7. 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.

8. Alternate connecting rods are permitted given they are within 3% of the OEM weight or greater. Rods must be ferrous

9. 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").

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Valve lift is limited to .600 inches. OEM engines must retain OEM valve lift and duration.

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

11. 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.

12. The ignition system is unrestricted.

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

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

15. 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.

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

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

18. 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.

19. 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).

20. 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.

21. 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.

22. 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.

23. Unless otherwise noted, the following restrictions apply to turbochargers.

a) The inlet restrictor (if required) shall be positioned within six inches of the compressor wheel.

b) Turbochargers or superchargers that have been added to 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.*
- 24) *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.*
25. *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.*
26. *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: **This rule is set to expire as of Jan 1, 2024. ***
- a. *Cadillac CTS-V (04-07)*
 - b. *Pontiac GTO (04-08)*
 - c. *Ford Mustang (85-02)*
 - 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. 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.

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 component aside from the windshield.

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

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. It is recommended that this heat shield be located at least 3.0 inches away from the exhaust system, and there 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.

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 of 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. Adjustment canisters may not be within reach of the driver.

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.*
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:*
 - a) *disconnected*
 - b) *an OEM manual steering rack for that model may be fitted*
 - c) *an electric power steering pump may be fitted*
 - d) *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.*

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.*

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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. *Wheel fans are not permitted.*
 6. *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.*
 7. *Alternative piston inserts are permitted.*
 8. *Anti-Lock Braking Systems (ABS) are permitted. Performance alternative ABS systems or controllers (e.g. Bosch, Tevis) are permitted. It is permitted to relocate performance alternative ABS systems within the engine compartment.*
 9. *Rotors 1 or 2 piece ferrous rotors permitted. Brake rotor sizes are allowed as follows-*
 - a) *OE brake diameter permitted with no penalty*
 - b) *Max brake disc size 380mm with no penalty*
 - c) *>380mm brake disc permitted with a 50lb weight penalty*
 10. *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.*
 11. *Original equipment master cylinders and pedals may be replaced.*
 12. *Power assisted braking systems are permitted.*
 13. *The balance of braking forces between the two wheels on an axle shall be equal and non-adjustable.*
 14. *The balance of braking forces between the front and rear axles may only be adjusted by the driver through:*
 - a) *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.*
 - b) *Direct intervention on a proportioning valve in which the intake pressure is adjusted through a pre- loaded spring.*
 15. *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 must conform to "A-Bodywork", and 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. *Tires must conform to GCR section 9.3. Tires.*
 2. *Wheels / Hubs- The standard wheels may be replaced with direct, bolt-on racing/aftermarket wheels under the following provisions:*
 - a) *Loose wheel spacers of any type are not recommended.*
 - b) *All cars must run the same size wheel on the same axle.*

- c) *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.*
 - d) *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.*
 - e) *Valve stems and caps are free.*
- 3. *Wheel Attachment*
 - a) *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.*
 - b) *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.*
 - a) *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.*
 - b) *In order to inform competitors, spectators and tech officials, competitor’s 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.*

Recommended Rules Changes

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 or engine variants.

<i>T1</i>	<i>Spec Line Number</i>	<i>Maximum Displ.</i>	<i>Min. Weight</i>	<i>Required Restrictor</i>	<i>Engine Notes</i>	<i>Chassis Notes</i>
<i>Acura NSX</i>	<i>1000 *Spec line Expires 12/23 *</i>	<i>3000</i>	<i>3000</i>		<i>Supercharger permitted. Zero Force Body Kit by Kawagen Route permitted.</i>	
<i>Acura NSX Turbo</i>	<i>1010 *Spec line Expires 12/23 *</i>	<i>3500</i>	<i>3100</i>	<i>45mm</i>		
<i>Acura NSX Turbo World Challenge</i>	<i>1020 *Spec line Expires 12/23 *</i>	<i>3500</i>	<i>3100</i>	<i>44mm</i>	<i>Driving ambitions turbo kit- Part #DA-1000. Comp turbo #ct-4372.</i>	<i>Must conform to World-Challenge VTS Dated 8.19.2009 Version Number: 3 Version Date: 6.15.2000 and World-Challenge Appendix A 2010 that limits tire and wheel size: Max Tire Size: 245/40 F, 295/30 R. Wheels</i>

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						<i>Max Size: 17x9 Front, 18x11 Rear. No other touring modificatio ns or allowances permitted beyond the VTS and Appendix A allowances and notes in this spec line notes. DOT tires required as per GCR section 9.3.</i>
<i>Aston Martin Vantage</i>	<i>1030</i>	<i>6000</i>	<i>3300</i>			
<i>Audi TTRS (GTS 2011 Spec)</i>	<i>1040 *Spec line Expire s 12/23 *</i>	<i>2500</i>	<i>3150</i>			<i>Must conform to July 24th, 2015 revision 7 GTS rules. No other touring modificatio ns or allowances permitted beyond the noted GTS rules allowances. DOT tires required as per GCR section 9.3.</i>

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<i>BMW E46, E46-M3, E36, E36- M3, Z3</i>	<i>1050</i>	<i>3250</i>	<i>2700</i>		<i>The 3.4L (87.0 bore x 93.0 stroke) engine is permitted at 2750 lbs. Lang Racing Development S54-95MM- Stroker-CRK is permitted at 2850 lbs. The M5 5.0L V8 is permitted at 3500 lbs. 4.0L V8 permitted at 3200 lbs.</i>	<i>Pennon Fender flares allowed. Flossman body kit is permitted with 300lb weight penalty. The headlights can be modified to allow air to pass into the engine induction system.</i>
<i>BMW E46 M3</i>	<i>1060</i>	<i>3200</i>	<i>2850</i>		<i>Dinan supercharger kit part #D860- 3101C / With R865-3120 pulley required.</i>	<i>The headlights can be modified to allow air to pass into the engine induction system. Carbon roof allowed. CSL style carbon fiber rear trunk lid allowed +75lbs.</i>
	<i>1070</i>	<i>4000</i>	<i>3200</i>			
	<i>1080</i>	<i>5000 (V8 only)</i>	<i>3500</i>			

Recommended Rules Changes

<i>BMW M3 E92 (08-13)</i>	<i>1090</i>	<i>3999</i>	<i>3300</i>	<i>2 X 40mm diameter hole inlet restrictor plate required.</i>		<i>Factory DCT transmissio n allowed. Carbon Dash allowed with 25 lb penalty.</i>
<i>BMW M3 E92 (08-13)</i>	<i>1100</i>	<i>3999</i>	<i>3150</i>		<i>Must use unmodified: OEM intake, OEM airbox and OEM plenum manifold</i>	<i>Factory DCT transmissio n allowed. Carbon Dash allowed with 25 lb penalty.</i>
<i>BMW M235i R</i>	<i>1110</i>	<i>2979</i>	<i>3275</i>			
<i>Chevrolet Camaro Gen 6 ('16- '23) Including SS, SS 1LE</i>	<i>1120</i>	<i>LT1 Gen5 - OEM- 6160</i>	<i>3400</i>	<i>70mm - Flat Plate</i>	<i>VVT/DOD may be removed by using CAM with max lift of 0.580" and non VVT Timing gear</i>	<i>Any option of OEM Aero parts may be used as basis of aero measureme nts. ZL1 1LE Hood, Front Bumper, Fenders, Splitter Allowed</i>
<i>Chevrolet Camaro Gen 5 ('10- '15) Including SS, Z28</i>	<i>1130</i>	<i>LS3 OEM- 6160</i>	<i>3550</i>		<i>May resleeve any LS block to LS3 bore/stroke for Engine replacement.</i>	<i>Any option of OEM Aero parts may be used as basis of aero measureme nts.</i>

Recommended Rules Changes

<i>Chevrolet Corvette C6 ('05-'13) - Includes Z51, GrandSport, Z06, Z06 Carbon</i>	<i>1140</i>	<i>LS2 - 6000</i>	<i>3300</i>	<i>72mm - Flat Plate</i>		<i>Steel or Aluminum Frame may be used with any engine. Any option of OEM Bodywork parts may be used as basis for aero measurements. Rear spoiler max 5" Above bumper allowed. +50lbs</i>
	<i>1150</i>	<i>LS3-6160</i>	<i>3400</i>	<i>61mm - Flat Plate</i>	<i>May resleeve any LS block to LS3 bore/stroke for Engine replacement.</i>	
	<i>1160</i>	<i>LS7-7008</i>	<i>3450</i>	<i>53mm - Flat Plate</i>	<i>May resleeve any LS block to LS3 bore/stroke for Engine replacement.</i>	
	<i>1170</i>	<i>LS2 - OEM 6000</i>	<i>3200</i>		<i>May resleeve any LS block to LS3 bore/stroke for Engine replacement.</i>	
	<i>1180</i>	<i>LS3 - OEM-6160</i>	<i>3300</i>	<i>75mm - Flat Plate</i>	<i>May resleeve any LS block to LS3 bore/stroke for Engine replacement.</i>	
	<i>1190</i>	<i>LS7- OEM-7008</i>	<i>3450</i>	<i>70mm - Flat Plate</i>	<i>May resleeve any LS block to LS7 bore/stroke for Engine replacement</i>	
<i>Chevrolet Corvette C7 ('14 - '19) - Includes Z51, Grandsport</i>	<i>1200</i>	<i>LT1 Gen5 - OEM-6160</i>	<i>3450</i>	<i>72mm - Flat Plate</i>	<i>VVT/DOD may be removed by using CAM with max lift of 0.580" and non VVT Timing gear</i>	<i>Any option of OEM Bodywork parts may be used as basis of aero measurements. Allowed Z06 Center Spoiler "Fence"</i>

Recommended Rules Changes

<i>Chevrolet Corvette C8 ('20- 23) - Includes Z51</i>	<i>1210</i>	<i>LT2 - Gen5 OEM-6160</i>	<i>3600</i>	<i>70mm - Flat Plate</i>	<i>VVT/DOD may be removed by using CAM with max lift of 0.580" and non VVT Timing gear</i>	<i>Any option of OEM Bodywork parts may be used as basis of aero measurements.</i>
<i>Dodge Viper ACR / SRT RT-10</i>	<i>1350 *Spec line Expires 12/23 *</i>	<i>8400 OEM</i>	<i>3550</i>	<i>(2) 55mm flat plate</i>	<i>OEM valve lift and compression. Cylinder heads must be as delivered from factory.</i>	<i>OEM fuel tank may be used. A throttle body spacer, maximum of 1.50 inches thick, to accommodate the restrictor that meets the flat plate restrictor definition is allowed.</i>
<i>Dodge Viper ACR/ACR-X</i>	<i>1360 *Spec line Expires 12/23 *</i>	<i>7990</i>	<i>3400</i>	<i>50mm flat plate</i>		<i>OEM fuel tank may be used. A throttle body spacer, maximum of 1.50 inches thick, to accommodate the restrictor that meets the flat plate restrictor</i>

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						<i>definition is allowed.</i>
<i>Dodge Viper ACR/ACR- X</i>	<i>1370 *Spec line Expires 12/23 *</i>	<i>8300 OEM</i>	<i>3500</i>	<i>(2) 47mm flat plates</i>	<i>OEM valve lift and compression. Cylinder heads must be as delivered from factory.</i>	<i>OEM fuel tank may be used. A throttle body spacer, maximum of 1.50 inches thick, to accommoda te the restrictor that meets the flat plate restrictor definition is allowed. Stock OEM engine, valve train, and intake system must meet stock, shop manual specificatio ns. Hybrid update including Mopar Performanc e Part # P5156137 and 8.4L mechanical throttle body allowed.</i>

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<i>Dodge Viper ACR/ACR- X</i>	<i>1380</i>	<i>8400</i>	<i>3650</i>	<i>(2) 33mm flat plates</i>		<i>OEM fuel tank may be used. A throttle body spacer, maximum of 1.50 inches thick, to accommoda te the restrictor that meets the flat plate restrictor definition is allowed. Intake and Throttle Body from Mopar Performanc e Part # P5156137 allowed using (2) 33mm flat plate restrictors.</i>
	<i>1390</i>	<i>8400 OEM</i>	<i>3600</i>	<i>(2) 60mm flat plate</i>	<i>OEM valve lift and compression. Cylinder heads must be as delivered from factory.</i>	<i>OEM fuel tank may be used. A throttle body spacer, maximum of 1.50 inches thick, to accommoda te the restrictor</i>

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						<i>that meets the flat plate restrictor definition is allowed. Stock ACRx 8.4 engine, engine controller; valve train, and intake system must meet ACRx stock shop manual specifications.</i>
<i>Ferrari 360</i>	<i>1400 *Spec line Expires 12/23 *</i>	<i>3600</i>	<i>3000</i>	<i>65mm flat plate</i>		
<i>Ferrari 430</i>	<i>1410 *Spec line Expires 12/23 *</i>	<i>4310</i>	<i>3400</i>	<i>52mm flat plate</i>		<i>Kessel 430 GT3 front fenders, hood and bumper permitted; if installed, single radiator is permitted. Must conform to 9.1.4.F.7. Non-OEM rear wing / splitter reduce</i>

Recommended Rules Changes

						<i>restrictor by 5 mm.</i>
<i>Ferrari 430 Challenge</i>	<i>1420 *Spec line Expires 12/23</i>	<i>4310</i>	<i>3450</i>	<i>52mm flat plate</i>	<i>Must be prepared to the 2006 Ferrari Challenge engine and transmission specifications</i>	<i>As homologated. DOT tires per 9.1.4.P.1; weight as specified; side windows must be removed; OEM carbon brakes or the Ferrari steel brakes from the 360 Challenge car (F 355 x 32 vented disc, R 330 x 18 vented disc) are permitted; If 18 inch "360" brakes are used, 18 inch wheels are permitted; 19 inch Ferrari Challenge</i>

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Recommended Rules Changes

						wheels as delivered from factory permitted. Non-OEM rear wing / splitter reduce restrictor by 5mm. No other touring modifications or allowances permitted.
Ford Mustang S197 (05-14) Includes GT, Boss302, 302S, 302R, FR500C, FR500S	1430	Coyote, Boss 302 (11-17)-4957	3475	65mm - Flat Plate	Any Coyote 5.0 Block may be used for rebuild/replace	Any parts or variations from 302S, 302R, FR500C, FR500S Programs may be used. Boss302S Rear wing that is above roof line may be used with 302S Endplates. Adjustable cambered axle allowed using OEM 8.8 Differential. Aftermarket
	1440	Cammer -5000	3350		Used in Grand-Am GS from 2005-2010	
	1450	4.6 - 3 Valve	3300		Ford Racing Inake Manifold Allowed	
	1460	Coyote, Boss 302 - OEM-4957	3425		Boss Intake Manifold Permitted. Any Coyote 5.0 Block may be used for rebuild/replace	
	1465	5800	3120		Windsor - Pushrod	

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Recommended Rules Changes

						<i>K members permitted. Firewall must not be relocated for engine installation.</i>
<i>Ford Mustang S550 ('15-'22) Includes GT, Performance Pack 1/2, Bullet, Mach-1, GT350</i>	<i>1470</i>	<i>Coyote(15-17)-OEM-4957</i>	<i>3425</i>		<i>Any Coyote 5.0 Block may be used for rebuild/replace</i>	
	<i>1480</i>	<i>Coyote Gen 3(18-22) - OEM-5038</i>	<i>3500</i>	<i>80mm - flat plate</i>		
	<i>1490</i>	<i>Voodoo (16-21) - OEM-5160</i>	<i>3550</i>	<i>75mm - flat plate</i>	<i>Cross Plane Crankshaft permitted. Must meet OEM compression and stroke requirements.</i>	
	<i>1500</i>	<i>Coyote Gen 4 ('23-)-OEM-5038</i>	<i>3550</i>	<i>2 x 50mm - flat plate</i>		
<i>Ford Mustang S650 ('23-) Including GT, Darkhorse</i>	<i>1510</i>	<i>5038</i>	<i>3350</i>	<i>2 x 50mm - flat plate</i>		<i>Not eligible at this time. Pending further Specs.</i>
<i>Mazda MX-5 (06-15)</i>	<i>1520 *Spec line Expires 12/23 *</i>	<i>2300</i>	<i>2400</i>	<i>37mm TIR</i>		

Recommended Rules Changes

	<i>1530 *Spec line Expires 12/23 *</i>	<i>2300</i>	<i>2700</i>			
<i>Mazda RX-7</i>	<i>1540 *Spec line Expires 12/23 *</i>	<i>3982</i>	<i>3400</i>	<i>44mm TIR</i>	<i>13B Rotary</i>	<i>A single Garrett Turbo #3076 permitted.</i>
<i>Nissan GTR</i>	<i>1550 *Spec line Expires 12/23 *</i>	<i>3800</i>	<i>3520</i>	<i>HP controlled with required program</i>	<i>SRO Power level 2 2019 map required.</i>	<i>The car must be raced as FIA homologate d. Must participate at 3 Super Tour races to establish Runoffs eligibility. Visual verification of "SRO power level 2" on dashboard required. Must conform to DOT tire rule.</i>
<i>Nissan 350/370Z</i>	<i>1560 *Spec line Expires 12/23 *</i>	<i>3700</i>	<i>3400</i>	<i>(2) 35 28mm TIR</i>	<i>Must use OEM GTR twin turbochargers.</i>	

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Recommended Rules Changes

<i>Nissan 370Z Supercharged</i>	<i>1570 *Spec line Expires 12/23 *</i>	<i>3500</i>	<i>2450</i>			<i>Stillen supercharger kit 407770T allowed. Supercharger pulley diameter: 80mm +/- 3mm OEM crank pulley diameter: 146mm +/- 3mm</i>
<i>Nissan 350Z</i>	<i>1580 *Spec line Expires 12/23 *</i>	<i>3700</i>	<i>2600</i>			
<i>Nissan 350Z/370Z</i>	<i>1590 *Spec line Expires 12/23 *</i>	<i>3400</i>	<i>2750</i>		<i>12.5:1 maximum compression allowed.</i>	
<i>Porsche Cayman/S/ GTS (05- 15)</i>	<i>1600 *Spec line Expires 12/23 *</i>	<i>3600</i>	<i>2800</i>			
	<i>1610 *Spec line Expires 12/23 *</i>	<i>3800</i>	<i>2850</i>			

Recommended Rules Changes

	<i>1620 *Spec line Expires 12/23 *</i>	<i>3800</i>	<i>2900</i>		<i>Must meet OEM specifications.</i>	
<i>Porsche Cayman GTS (2011)</i>	<i>1630 *Spec line Expires 12/23 *</i>	<i>5400</i>	<i>3200</i>			<i>Must conform to 7/15/2015 version 15 VTS. TC aftermarket ABS controller allowed. PDK Permitted +100lbs. No other touring modi- fications or allowances permitted beyond the noted VTS and these spec line allowances.</i>
<i>Porsche 928 S4/ Porsche 928 GTS-R</i>	<i>1640 *Spec line Expires 12/23 *</i>	<i>3600</i>	<i>3000</i>			<i>Must conform to VTS Porsche 928, Rev 1, 3/4/2019. Competitor must have the VTS in their possession. Must use DOT tires. No other</i>

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Recommended Rules Changes

						<i>allowances beyond those described in the VTS allowed.</i>
<i>Porsche 996</i>	<i>1650 *Spec line Expires 12/23 *</i>	<i>3600</i>	<i>3300</i>			<i>GT3 Cup, GT3 RSR, GT3 RS, GT America not allowed. 996 Cup Replica Rear deck lid allowed.</i>
<i>Porsche 996 TT OEM</i>	<i>1660 *Spec line Expires 12/23 *</i>	<i>3600</i>	<i>3000</i>	<i>(2) 31mm TIR</i>	<i>Alternate turbo Evolution Motorsports permitted, part #TBD</i>	

Recommended Rules Changes

<i>Porsche 996 GT3 Cup (98- 04)</i>	<i>1670</i>	<i>3600</i>	<i>3000</i>			<i>Cars must be prepared in accordance with the appropriate model/year Porsche factory 911 GT3 Cup parts catalog/serv ice manual. Cars may not be altered in any way except as authorized below. Drivers must have the correct year manuals as they apply to their specific car in their possession. Safety, drivers comfort, driver control and instrumenta tion items may be modified per the GCR. Original factory</i>
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Recommended Rules Changes

						<i>installed Matter/IMV roll cages are allowed. The stock unmodified fuel tank is allowed. Side door windows must be removed. All other SCCA safety standards apply. The following additional modificatio ns are authorized: Alternate hood provided it is a facsimile of the stock part. Any wheel, including 5 bolt (and the required 5 bolt modificatio n to the hubs) provided they do not exceed 18x9 F and 18x11</i>
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Recommended Rules Changes

						<i>R. DOT Tires must be used. Battery size and location is unrestricted . Shocks are unrestricted but they shall be installed in the stock locations with the stock, unmodified pick up points. Springs are free. Any suspension settings are al- lowed provided they are achieved without modificatio ns. Machining of suspension components and pick up points to achieve caster/ camber/toe is not allowed. Lubricants, consumable</i>
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Recommended Rules Changes

						<i>fluids (brake fluid, coolant etc.) and oil filters are open free. Modifications listed in Grand Am, IMSA Cup, World Challenge or any other rules, except those listed above, are specifically not allowed. No updating or backdating permitted between 996 and 997 cars. 996 required gear ratios: Crown wheel and pinion 8/32; 1st gear 13/41, 2nd gear 20/40, 3rd gear 25/39, 4th gear 29/36 or 26/34, 5th gear 32/33 or 32/35, 6th</i>
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Recommended Rules Changes

						gear 35/30 or 34/31. No other touring modifications or allowances permitted except as noted in this spec line.
Porsche 997	1680 *Spec line Expires 12/23 *	3800	3200		GT3 Cup, GT3 RSR, GT3 RS, GT America not allowed.	
Porsche 997	1690	2457	3000		GT3 Cup not allowed.	GT3 Cup not allowed. OEM PDK allowed.

Recommended Rules Changes

<i>Subaru WRX, WRX STI 2005-2020</i>	<i>1700 *Spec line Expires 12/23 *</i>	<i>2500</i>	<i>3000</i>	<i>46 mm TIR</i>	<i>Alternate Turbo Permitted</i>	
<i>Toyota Celica All- Trac</i>	<i>1710 *Spec line Expires 12/23 *</i>	<i>2000</i>	<i>2900</i>	<i>46 mm TIR</i>	<i>Alternate Turbo permitted.</i>	
	<i>1710 *Spec line Expires 12/23 *</i>	<i>2300</i>	<i>2900</i>	<i>46 mm TIR</i>	<i>Alternate Turbo permitted.</i>	
<i>Toyota Supra MK4</i>	<i>1720 *Spec line Expires 12/23 *</i>	<i>2997</i>	<i>3000</i>		<i>Unrestricted OEM twin turbo chargers per- mitted or any single turbo permitted with a 43mm turbo inlet restrictor.</i>	<i>Shine Auto Project: Front bumper (p/n: JZA80-FB- R), Front split- ter (p/n: JZA80-FD- R), Sideskirts (p/n: JZA80-SS- R), Front Fend- ers (p/n: JZA80- FFND-R), Rear fenders (p/n: JZA80-</i>

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Recommended Rules Changes

						<i>RFND-R) are permitted."</i>
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DECEMBER 2022 -- APPROVED

GCR

1. #33312 (Jim Graffy) Request to Clarify 6.10.1

In GCR, Section 6.10.1, Starting Line for Timing and Scoring, add the following: "Unless otherwise defined in the Supplemental Regulations, the start/finish line is the control line where timing begins/ends when crossed by a car. A car crosses a control line when any portion of the car first intercepts the vertical plane of the control line, as observed by the officials assigned to record the passage, who maybe aided by suitable automatic or semi-automatic equipment. *If a camera is used to determine a photo finish, the camera shall be mounted in a direct line with the start/finish line.*"

2. #33368 (Mike Smith) Cancelling/Postponing an Event

In Appendix B, GCR section 1.2.B.2, add the following:

"Cancellation.

A. An entire event (all classes, all sessions) postponed for more than 24 hours is considered cancelled, and entry fees shall be returned. If an event is cancelled during the competition, then the entry fees shall be prorated and a reasonable portion of the entry fee shall be returned.

B. If drivers have participated in on-track sessions prior to the cancellation of their race sessions, they will be given credit for a start, and regions may award drivers' points according to their qualifying position. If a race is started and cancelled before halfway time or laps, then only race starters will be awarded points based on qualifying position."

General

1. #33443 (SCCA Staff) Minimum Track Time for Majors 3-day events

In GCR, Section 3.1.1.D.1.c.2. Majors – Conference Events – Minimum Track Time, change as follows:

"Three-day events shall have a minimum of ~~65~~50 minutes of non-racing track time available per Majors class entry. One practice and Two qualifying sessions are recommended. *End-of-session hardship policy is recommended.*"

In GCR, Section 3.1.1.D.2.c.2: Majors – Super Tour Events – Minimum Track Time, change as follows:

"Three-day events shall have a minimum of two (2) qualifying sessions totaling at least ~~65~~50 minutes of non-racing track time available per Majors class entry. One practice and two qualifying sessions are recommended. *End-of-session hardship policy is recommended.*"

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GT General

1. #33170 (Peter Zekert) 9.1.2.F.7.n.4.D In GT-2, 3, LITE CATEGORY SPECIFICATIONS, GCR section 9.1.2.F.7.n.4.D, add as follows:

"Carburetors shall incorporate a butterfly-type throttle plate for engine speed control. *For GTLite only: Carburetors shall incorporate a butterfly or slide-type throttle plate for engine speed control.*"

GT2

1. #33329 (Kevin Allen) Amend the underfloor rule for traditional GT2 In Grand Touring Category Specifications, GCR Section 9.1.2.F.7.b.15.E.2, change as follows: "Regardless of front, rear or mid-engine placement, flat underbody panel are permitted. ~~Underbody panels may start behind the front wheel openings. A minimum engine opening of 12" front to back and 14" side to side must remain open.~~"

SM

1. #33416 (Spec Miata Committee) Motorsports Transmission Gear Set for Spec Miata In SM, GCR section 9.1.7.c.2., add new section b. with the following transmission verbiage and part number and re-letter section:

"b. Mazda Motorsports 5 speed transmission gear set kit part number 0000-02-5800 may be used. If the Mazda Motorsports competition gear set is used, it must be used in its entirety without any modifications or alterations. Mixing and matching of the OEM gear set components and the Mazda Motorsports competition gear set components is not permitted.

Mazda Motorsports competition gear set consists of the following parts:

- (1) 5/R Hub and Slider*
- (1) 2nd Gear - One Piece Synchro*
- (1) 3rd Gear*
- (1) 5th Gear Pair .81 Ratio*
- (1) Input Shaft*
- (1) Counter Shaft*
- (1) Countershaft Splined Collar*
- (1) Thrust Washer"*

T2-T4

1. #31549 (Frank Schwartz) NEW CLASS T5

In GCR, Section 9.1.9.2. Touring (T2-T4) Category, change as follows:

"9.1.9.2 TOURING (T2-T4~~5~~) CATEGORY"

"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~~5~~ cars may race one class up in touring classes above their specification line class as long as they are a legal T2. **T5 is a Regional only class.**"

In GCR, Section 9.1.9.2.D.1.e.1., change as follows:

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Recommended Rules Changes

"Any overbore up to .020" permitted T2- T4~~5~~ with +30 lbs. penalty."

In GCR, Section 9.1.9.2.D.5.a.1., change as follows: "T2-T4~~5~~: A maximum of 3.5 degrees of negative camber is allowed on front and rear suspensions. Spec line part(s) may not be modified to increase caster and camber. Strut suspensions may adjust camber and caster by the use of eccentric bushings, eccentric bolts (crash bolts) at the strut-to-spindle, and/or by use of slotted adjustment plates at the top of the strut mounting plate. If upper strut slotted adjustment plates are used, they shall be located on existing chassis structure, utilizing the unmodified manufacturer's original bolt holes and may not serve as reinforcement for that structure. Slotted adjustment plates (strut camber plates) may incorporate a single spherical bearing (spherical bushing) and a ball thrust bearing per strut tower. On other forms of suspension, camber and caster adjustment may be achieved by the use of shims and/or eccentric bushings. Adjustable toe links with spherical bearings are permitted and may serve no purpose other than adjusting toe angle. Spherical bearings/bushings are not permitted in T2-T4~~5~~ except for the specific examples listed in the class rules or vehicle spec line."

In GCR, Section 9.1.9.2.D.5.b.2., change as follows:

"The make of shock absorber may be changed. Their number, perch location(s), system of attachment, and attachment points shall not be altered. Their type (tube vs. lever, etc.) shall not be altered. The interchange of gas and hydraulic shock absorbers is permitted. T4 *and T5 only*: Unless a specification line allows adjustable shocks, adjustable shocks are prohibited. Any nonadjustable shock absorber is allowed. Adjustable shocks that are retrofitted into non-adjustable appearance are prohibited. Removing adjusters or knobs from adjustable shocks is prohibited. Commercial part numbers for shocks must be visible and unaltered. Shocks must be installed in the original mounting locations. Remote reservoirs are not permitted. Threaded shock bodies or adjusters may be used. Shocks can serve no purpose other than to damp motion."

In GCR, Section 9.1.9.2.D.5.b.2.c., change as follows:

"T3, ~~and~~ T4 *and T5 only*: minimum ride height is 4.5" inches."

In GCR, Section 9.1.9.2.D.5.b.2.d., change as follows:

"T2-T4~~5~~ only: Cars with alternate spring allowance in spec line, may use adaptors, and adjustable perches to allow fitment of springs."

In GCR, Section 9.1.9.2.D.7.a., add the following and renumber:

"3. T5 only: (unless specified on spec line) Any aftermarket wheel allowed."

In GCR, Section 9.1.9.2.D.7.b., add as follows:

"~~T5 has a maximum tire size of 225/45.~~ T5 has a maximum tire width of 225 and a minimum aspect ratio of 45."

In GCR, Section 9.1.9.2.D.10.c., change as follows:

"All cars shall have, as a minimum, a fire extinguisher meeting the specifications of GCR Section 9.3 Fire System. Touring 2 cars must have a fire system installed. Touring 3, ~~and~~ Touring 4 *and*

Recommended Rules Changes

Touring 5 automobiles may be equipped with a fire system meeting the specifications of GCR Section 9.3 Fire System."

In GCR, Section 9.1.9.2.E., change as follows: "Touring Category Classes are as follows: T2, T3, and T4 *and T5*."

In Touring Spec Lines, create new T3 classification as follows:

SEE ATTACHED

NOVEMBER 2022-- APPROVED

B-Spec

1. #33087 (Anthony Roma) Open Hood During Impound for B-Spec In B-Spec, Section 9.1.10.E.46, add the following:

"All B-Spec cars in post-race impound at all Majors and Super Tour races shall open their hoods and hatches/trunks for the purpose of visual inspection by other competitors. Competitors may thereafter initiate a protest as permitted under the GCR."

OCTOBER 2022-- APPROVED

STU

1. #33090 (Robert Rosa) Questions about Electronic Throttle Usage In STU, GCR Section 9.1.4.1.B.3., change as follows:

~~"3. All cars shall use the installed engine's or vehicle's stock air throttling device (e.g., throttle body, carburetor) and intake manifold, unless noted otherwise. Alternate intake manifolds will be permitted on a case-by-case basis."~~

SEPTEMBER 2022

None

AUGUST 2022 - APPROVED

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."

JULY 2022 - APPROVED

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~~

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Recommended Rules Changes

strut with no modifications except as required for mounting *or to achieve allowed camber. Any camber plate may be used, but may not alter caster. Caster shall be within factory specification.* Any part required to adapt the B14's to the car must be submitted for approval by the CRB and added to the individual spec line. Any spring, *including 'helper' or 'tender' springs,* up to a maximum spring rate of 500 pounds may be used. Spring are allowed to be strapped or zip tied to the body. The purpose of the strap should be to keep the spring in place when the axle goes into rebound. The strap can serve no other function. *Bump stops may be deleted but cannot be modified or substituted and shall serve no other purpose.* Adjustable sway bar end links may be used on all cars. ~~Front~~Sway bars may be disconnected and removed."

JUNE 2022 - APPROVED

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."

MAY 2022 - APPROVED

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~~500~~600 (F500~~500~~600) Specifications"

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Recommended Rules Changes

"9.1.1. F500~~500~~600 Spec Lines"

In F500, GCR section 9.1.1.D.1, change as follows:

"Formula 500~~500~~600 is a restricted class."

In F500, GCR section 9.1.1.D.14, change as follows:

"The AMW engine approved for F500~~500~~600 use shall ~~shall~~ **must** be the AMW model no. 250-2 RC2, two-cylinder, two-cycle, liquid-cooled, reed-valve engine with a nominal bore and stroke of 72mm x 61mm and a displacement of 497cc."

In F500, GCR section 9.1.1.D.19, change as follows:

"All F500~~500~~600 cars competing in Majors Races and the Runoffs must have the AIM part #X47KPF50LO2R0 data box mount installed on the vehicle to provide the necessary mounting of the AIM Solo or Solo 2 data box."

In F500 engine table, change as follows:

"F500~~500~~600"

In GCR CONTENTS, change as follows:

"FORMULA 500~~500~~600 PREPARATION RULES"

In Racing Rules and Procedures, GCR section 6.4.4, change as follows:

"In all SCCA competitions, engines shall ~~shall~~ **must** be started by the driver sitting in the normal driving position, except F500~~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~~500~~600 (F5~~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~~500~~F600 two-cycle Mikuni VM38, and F600 ~~motorcycle-engine~~ cars) ~~equipped~~ with a non-threaded fuel inlet fitting, the fitting shall ~~shall~~ **must** be replaced by drilling and tapping the carburetor body for a threaded fitting."

In Cars and Equipment, GCR section 9.4.5.C.1, change as follows:

"F500~~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:

"F500~~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:

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Recommended Rules Changes

"It is preferable not to combine FA, FB, FC, FE, and FM with FV and/or F500~~600~~. FV may be combined with F500~~600~~."

In P2 Table 1, AMAC, Asteck, Cheetah, Decker, Fox, LeGrand, Converted F500 cars spec line, change the marque as follows:

"Converted F500~~600~~ cars"

In P2 Table 1, AMAC, Asteck, Cheetah, Decker, Fox, LeGrand, Converted F500 cars spec line, change the notes as follows:

"Converted F500~~600~~ cars must retain suspension compliant with F500~~600~~ requirements and meet all P2 non-spec line requirements except minimum width is 55 inches."

General

1. #32091 (Kevin Ruck) Forward Facing Camera

In Cars and Equipment, GCR Section 9.3.11.A., change as follows:

"All cars competing at *Conference Majors*, Super Tour events, and the SCCA Runoffs must have a forward-facing camera that is recording at all times while on track and provides a clear horizontal field of view of the cars and track ahead."

STU

1. #32409 (Super Touring Committee) STU wheel width rule

In STU, GCR Section 9.1.4.1.F., change as follows:

"Wheels may not exceed 18 inches in diameter ~~and~~ *or* 8.0 inches in width for vehicles ~~under~~ 2950 lbs. *and under base minimum allowed race* weight. Vehicles over 2950 ~~base~~ *minimum allowed race* weight may use a 9 inch wide wheel."

APRIL 2022 - APPROVED

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*"

MARCH 2022 - APPROVED

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"

Recommended Rules Changes

fascia, or radiator shroud, but in this case while Fog lamps may be removed. Fog light holes must be completely covered. *The stock headlamp location is not permitted for brake ducting.*"

2. #31558 (Tony Roma) Remove Note About EPA Compliance

TABLED: In B-SPEC CATEGORY, GCR Section 9.1.10.A., change as follows:

~~"NOTE: B-Spec category cars shall be in compliance with Federal Standards, specifically EPA certifications, and as specified for each automobile listed on its B-Spec Specification line and as permitted by these rules."~~

F5

1. #31896 (Keith Joslyn) Class Name Change

In F500, GCR section 9.1.1.D, change as follows:

"FORMULA 500**600** PREPARATION RULES"

"Formula 500**600** (F500**600**) Specifications"

"9.1.1. F500**600** Spec Lines"

In F500, GCR section 9.1.1.D.1, change as follows:

"Formula 500**600** is a restricted class."

In F500, GCR section 9.1.1.D.14, change as follows:

"The AMW engine approved for F500**600** use shall **must** be the AMW model no. 250-2 RC2, two-cylinder, two-cycle, liquid-cooled, reed-valve engine with a nominal bore and stroke of 72mm x 61mm and a displacement of 497cc."

In F500, GCR section 9.1.1.D.19, change as follows:

"All F500**600** cars competing in Majors Races and the Runoffs must have the AIM part #X47KPF50LO2R0 data box mount installed on the vehicle to provide the necessary mounting of the AIM Solo or Solo 2 data box."

In F500 engine table, change as follows:

"F500**600**"

In GCR CONTENTS, change as follows:

"FORMULA 500**600** PREPARATION RULES"

In Racing Rules and Procedures, GCR section 6.4.4, change as follows:

"In all SCCA competitions, engines shall **must** be started by the driver sitting in the normal driving position, except F500**600** cars with two-cycle engines, using an on-board or supplemental power supply."

In Cars and Equipment, GCR section 9.1.1, change as follows:

"Formula 500**600** (F5**6**)"

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Recommended Rules Changes

In Cars and Equipment, GCR section 9.3.12, change as follows:

"On all carburetors (except SU, Sports Racing cars with motorcycle-type carburetors, ~~Formula 500~~**F600 two-cycle** Mikuni VM38, and F600 ~~motorcycle-engine~~ cars) **equipped** with a non-threaded fuel inlet fitting, the fitting ~~shall~~**must** be replaced by drilling and tapping the carburetor body for a threaded fitting."

In Cars and Equipment, GCR section 9.4.5.C.1, change as follows:

"~~F500~~**F600** cars up to ~~875~~**900** pounds may use 1020 DOM mild steel roll cage bracing with a 1.0" diameter by .065 wall thickness."

In Cars and Equipment, GCR section 9.4.5.C.2, change as follows:

"~~F500~~**F600** cars up to ~~875~~**900** pounds may use 1020 DOM mild steel roll cage bracing with a 1.0" diameter by .065 wall thickness."

In Appendix B, GCR section 1.4.2.D, change as follows:

"It is preferable not to combine FA, FB, FC, FE, and FM with FV and/or ~~F500~~**F600**. FV may be combined with ~~F500~~**F600**."

In P2 Table 1, AMAC, Asteck, Cheetah, Decker, Fox, LeGrand, Converted F500 cars spec line, change the marque as follows:

"Converted ~~F500~~**F600** cars"

In P2 Table 1, AMAC, Asteck, Cheetah, Decker, Fox, LeGrand, Converted F500 cars spec line, change the notes as follows:

"Converted ~~F500~~**F600** cars must retain suspension compliant with ~~F500~~**F600** requirements and meet all P2 non-spec line requirements except minimum width is 55 inches."

General

1. #32091 (Kevin Ruck) Forward Facing Camera

In Cars and Equipment, GCR Section 9.3.11.A., change as follows:

"All cars competing at **Conference Majors**, Super Tour events, and the SCCA Runoffs must have a forward-facing camera that is recording at all times while on track and provides a clear horizontal field of view of the cars and track ahead."

STU

1. #32409 (Super Touring Committee) STU wheel width rule

In STU, GCR Section 9.1.4.1.F., change as follows:

"Wheels may not exceed 18 inches in diameter ~~and~~**or** 8.0 inches in width for vehicles ~~under~~ 2950 lbs. ~~and under base~~**minimum allowed race** weight. Vehicles over 2950 ~~base~~**minimum allowed race** weight may use a 9 inch wide wheel."

FEBRUARY 2022 - APPROVED

B-Spec

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Recommended Rules Changes

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. *Springs 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."