Fastrack news official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED January 2019

## BOARD OF DIRECTORS

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The Secretary acknowledges that these minutes may not appear in chronological order and that all participants were not present for the entire meeting.

The Board of Directors met at the Hilton Kansas City Airport, November 30-December 1, 2018. In addition to this meeting, there was an electronic vote on December 14, for the CRB REC1119 Rule Changes.

Area Directors participating: Lee Hill, Chairman, Dan Helman, Vice-Chairman, Chris Albin, Jack Burrows, Arnie Coleman, Charlie Davis, Bob Dowie, Earl Hurlbut, Jason Isley, Bruce Lindstrand, Marcus Merideth, and Jim Weidenbaum. Tere Pulliam was unable to attend. Peter Jankovskis and Jeff Zurschmeide attended as the new 2019 Directors for Areas 5 and 13.

KJ Christopher, Treasurer

Staff participating: Michael E. Cobb, President & CEO, Mindi Pfannenstiel, Senior Director of Finance, Eric Prill VP & COO, and Mary Hill, Executive Assistant.

Jim Wheeler, CRB Chairman and Peter Keane, CRB Member, SCCA Enterprises President Robey Clark, and SCCA Pro Racing Senior Manager of Race Operations, Sydney Davis Yagel also participated.

Guest(s): Nathan Orr and Pete Mirakian of Spencer Fane.

The meeting was called to order by Vice Chairman Helman.

Spencer Fane – provided a “State of the Club” briefing from a legal perspective.

The BoD agreed to re-establish the “Director de Jour” program. Bob Dowie will manage assignments.

KJ Christopher presented a “Cost Accounting” report for the club.

Motion: Approve Court of Appeals appointments for 2019 - Laurie Sheppard, Chairman, Anne Christian, Pat McCammon, James Everett, and Jack Kish. AC/BD. Passed.

Board Statement: The Board of Directors extend their appreciation to Michael West and Spencer Gorham for their service to the COA.

Motion: Approve Solo Events Board appointments for 2019; appoint Bob Davis, Chairman, Brian Connors, Mike Brausen, Marshall Grice, Zack Barnes, Keith Brown and Mark Scroggs. CD/MM. Passed.

Motion: Approve Solo Safety Committee appointments for 2019, David Steger, Chair, Kathy

Barnes, Cal Craner, John Lieberman, Aruch Poonsapaya, Tim Bruske, and Brian Robertson. CD/JI. Passed.

Motion: Approve Road Rally Board appointments for 2019, Jim Crittendon, Chairman, Clyde Heckler, Peter Schneider, Mike Bennett and Wendy Harrison. EH/BD. Passed.

Motion: Approve Club Racing Board appointments for 2019; Tim Meyers, Steve Strickland, Paula Hawthorne and Peter Keane as Chairman. JB/BD. Passed.

Board Statement: The Board of Directors extend their appreciation to Jim Wheeler and Todd Butler for their service to the CRB.

Motion: Approve RallyCross Board appointments for 2019, Stephen Hyatt, Chairman, Chris Regan, Kent Hamilton, Keith Lightfoot, Mark Macoubrie and Charles Wright., . JB/CD Passed.

Motion: Approve Board Director appointments – Lee Hill, Chairman; Dan Helman, Vice Chairman; KJ Christopher, Treasurer, Arnie Coleman, Secretary; Peter Jankovskis, Assistant Treasurer; Bob Dowie, 1st Alternate. JB/CD Passed.

Board Statement: The Board of Directors extend their appreciation to Bruce Lindstrand and Jim Weidenbaum for their service to the Board of Directors.

Motion: Approve changes to SCCA Foundation Bylaws as written. Appendix E. AC/JB. Passed.

Motion: President Cobb presented the 2019 Budget. DH/CD Passed.

Budget Discussion: No Insurance increase for 2019. Pfannenstiel recommended a pay-down of SCCA's line of credit and a rebalancing of club's financial portfolio. Board agreed. No formal vote taken.

Motion: Approve appointments to the Executive Steward Committee with Jim Rogaski as Chairman, Jim Richardson, Duane Harrington, Phil Shuey, Morriss Pendleton, Kevin Coulter, Cathy Barnard, Fred Brinkel, Barb Knox and William Blake. JB/MM. Passed.

Board Statement: The Board of Directors extend their appreciation to Dan Hodges and Dan Miklovic for their service to the Executive Steward Committee.

Motion: Approve CRB rules changes as presented. Appendix A. BD/CA. Passed.

Motion: Approve REC1119 rules changes as presented. Appendix A. Electronic Vote, December 14th. MM/CD. Passed

Motion: Approve Road Rally Board rules changes as presented. Appendix B. CA/CD. Passed

Motion: Approve RallyCross Board rules changes as presented. Appendix C. CA/CD. Passed.

Motion: Approve Solo Events Board rules changes as presented, with the below exceptions. Appendix D. CD/JB. Passed

EXCEPTIONS:

Item 10 – Meredith Abstains
Item 4 – Sent back to the SEB

Operations Report – Eric Prill reported on changes to the sanction, insurance and audit processes. The changes will be in two stages, with a shift to standardized fillable PDF forms beginning

in December. The second stage will be directly integrated with the association management software (NetForum) with development scheduled in 2019. Eric also reported on event planning for 2019, including the Runoffs at VIR. The 2019 Runoffs will include the same 28 classes as the 2018 event.

Motion: Approve CRB request to add an additional member to the CRB. BD/MM. Passed.

Pro Racing Status Report presented by Yagel.

Motion to adjourn the meeting was made at 6:55 PM Saturday, 12/1/18. CD/JB. Passed.

Respectfully submitted,

Mary H. Hill

## APPENDIX A:

**FV**

1. #24664 (October Fastrack - Formula/Sports Racing Committee) FV Intake Manifold Clarification
In GCR section 9.1.1.C.20, make the following changes:

20. US imported VW Type 1, 1200 sedan manifold must be used. The manifold heat riser tube and heat sink shall be removed. Removal of metal from the interior of the intake manifold and the interior rust-proofed is permitted provided that the following dimensions are not exceeded. See Figures 1 and 2 at the end of this subsection for application of certain measurements specified herein.

a. Down ~~T~~*t*ube: The O.D. of the down tube shall be measured at two different locations within an area between 0.500" and 2.00*0*" above the horizontal manifold tube. Each measurement shall be taken four times rotating around the circumference of the tube *starting at an arbitrary 0 degree location followed by additional measurements at approximately 45, 90, and 135 degrees relative to the 0 degree position (the two measurement locations do not have to be started at exactly the same rotational position)*, and averaged.

The averaged O.D. of the down tube shall not exceed 1.140*"* ~~inches~~. Removing material from the outside of the manifold to achieve the legal dimension is not permitted. Removal of the manifold down tube from the horizontal tube is prohibited. The original factory furnace bronze attaching process and original factory bronze repair material MAY be visible, inside and outside the manifold.

b. Horizontal tube: The O.D. of the horizontal tube shall be measured at four different locations on each side of the down tube. The area to be measured on each side of the down tube is defined as being between ~~the bend and a point that is~~ 1.500" *and 8.000"* from the center of the down tube connection *on the short side, and between 1.500" and 8.500" from the center of the down tube connection on the long side*. Each measurement will be taken four (4) times~~, rotating around the circumference of the tube~~ *at each location, starting at an arbitrary 0 degree location followed by additional measurements at approximately 45, 90, and 135 degrees relative to the 0 degree position (the four measurement locations do not have to be started at exactly the same rotational position)*, and averaged. The averaged horizontal tube dimensions shall not exceed 0.994*"* ~~inches~~. Removing material from the outside of the manifold to achieve the legal dimension is not permitted.

The tubes making up the manifold must also meet the following requirements:

1. The minimum bend-to-bend distance is 17.75*"*. ~~inches~~ (Bend-to-bend distance is the distance between points along the horizontal tube where the *0*.994*"* ~~inch~~ O.D., as described above, is first exceeded.)

2. At no point in the bends of the horizontal tube may the average O.D. exceed 1.070*"* ~~inches~~. Measurements will be taken four (4) times *at each location* rotating around the circumference of the tube *starting at an arbitrary 0 degree location followed by additional measurements at approximately 45, 90, and 135 degrees relative to the 0 degree position,* and averaged.

3. The maximum carburetor flange height is 9.25*"* ~~inches~~ (measured from the intake cylinder head sealing surface to the centerline of the top of the carburetor flange*)*.

4. The maximum deviation from straight along the 17.75*"* ~~inch~~ bend-to-bend section of the horizontal tube is 0.25*"* ~~inches~~.

**GCR**

1. #24951 (September Fastrack - SCCA Staff) Request to Look at Wording in 9.1.C.1
In GCR section 9.1.C.1, change the wording as follows:

Organizers may develop classes of cars to accommodate local demand and interest.~~, provided the~~ pPreparation rules must meet the General Technical Specifications. When changes are made in the local classes, and are ~~reviewed annually and~~ approved by the Road Racing Department, ~~before the first event of the calendar year in which the local class(es) will compete. It~~ it is the organizer's option to Include these classes in events defined in 3.1.2.

2. #25080 (November Fastrack - SCCA Staff) Clarify Wording in GCR 3.5.1. Waivers

Change 3.5.1:
3.5.1. Waivers All participants must be properly credentialed for the event. Each adult participant must also either sign the SCCA waiver at the event or have an SCCA annual waiver on file at the National Office and present his hard card it at registration. Each minor participant must also have the event minor waiver signed by one or both parents. *If the minor, between the ages of 14-18 years old, requires hazardous area credentials they must* ~~or~~ have an executed annual minor waiver on file at the National Office and present his hard card at registration.
2. #25166 (Glen Thielke) Race Data Technician
Make changes to 5.11.5:

5.11.5. Race Data Technicians
*This program is to assist the Club Racing Board in performance balancing. If selected, drivers' participation is not optional and is not protestable. The data collected will not be used for compliance purposes. All cars carrying an SCCA data collection device shall report to impound immediately after their sessions.*

Data Technicians are ~~optional~~ Officials whose duties include:

A. Being responsible for placing, operating and removing SCCA supplied data boxes on cars at all Club races.

B. Analysis of data retrieved from all sources, including dyno runs, at-race data boxes and data provided
by individual racers.

C. Prepare reports to the applicable Advisory Committees, and to the CRB, with recommendations for competition adjustments.

*D. Data Technicians will be required:*

*1. To keep all information collected and analysis completed confidential and not share the information outside of other licensed Data Technician, Road Racing Board, respective committees and SCCA National Staff.*

*2. Not use the information for any purpose other than the performance of duties as a Data Technician on behalf of the SCCA.*

Change/Add to 9.3.16 DATA COLLECTION DEVICES

Data collection devices are considered to be instrumentation and are therefore allowed in all classes that permit the installation, replacement or addition of gauges, indicators or instruments.

*A. Driver Data Collection - Data collection devices are considered to be instrumentation and are therefore allowed in all classes that permit the installation, replacement or addition of*

*gauges, indicators or instruments.*

*B. Official Data Collection - The Club Racing Board uses SCCA data acquisition devices to assist in performance balancing. Race Data Technicians assist in placing the SCCA data acquisition devices at events. If selected, drivers' participation is not optional and is not protestable. The data collected will not be used for compliance purposes. All cars carrying an SCCA data collection device shall report to impound immediately after their sessions.*

**GT General**

1. #25472 (November Fastrack - Club Racing Board) Rules for GTX Class for 2019

9.1.2.H GTX Category Specifications:
A. Purpose and Philosophy
The intent of the GTX category is to allow competition of production-based vehicles that compete in professional road racing series in the United States.

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

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

FIA GT3:
- Cars will be approved on a case-by-case basis with supporting documentation.
- Competitors must have the FIA GT3 sheet, as approved, available for scrutineers when requested.
- Cars approved to run in accordance with their FIA GT3 specifications must adhere to those specifications.
- See 9.1.XXX, table of Approved FIA GT3 Cars.

FIA GT4:

- Cars will be approved on a case-by-case basis with supporting documentation.
- Competitors must have the FIA GT4 sheet, as approved, available for scrutineers when requested.
- Cars approved to run in accordance with their FIA GT4 specifications must adhere to those specifications.
- See 9.1.XXX, table of Approved FIA GT4 Cars.

TCR:
- Cars will be approved on a case-by-case basis with supporting documentation.
- Competitors must have the TCR sheet, as approved, available for scrutineers when requested.
- Cars approved to run in accordance with their TCR specifications must adhere to those specifications.
- See 9.1.XXX, table of Approved TCR Cars.

GTX Tube Frame:

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

GTX Grand Am Tube Frame:

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

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

D. Aerodynamic Devices
1. FIA or TCR aerodynamic devices must comply with their associated specifications.
2. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications. Trans Am splitter tunnels and rear wing rules are permitted. Under panning may be installed under the engine bay and rear end housing.
3. Grand Am tube frame cars must comply with the 2007-13 GA specifications.

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

F. Chassis
1. FIA or TCR chassis must comply with their associated specifications.
2. FIA or TCR chassis weight must meet the vehicle weight listed on the associated specification line.
3. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications.
4. Grand Am tube frame cars must comply with the 2007-13 GA specifications.

G. Engine
1. FIA or TCR engines must comply with their associated specifications.
2. FIA GT3 cars must compete with the listed restriction in the specification lines.
3. FIA GT4 cars are permitted to compete without restriction.
4. TCR cars are permitted to compete with 100% engine management.
5. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications. Additionally, the following engines are permitted:

362 cubic inch engines include:
- Chevrolet R07
- Ford FR9
- Dodge R6
- Toyota Phase 11

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

H. Cooling System

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

I. Fueling, Piping and Fuel Tanks

1. FIA or TCR fueling, piping and fuel tanks must comply with their associated specifications.
2. GTX tube frame cars shall refer to 9.1.2 GT1 category specifications.
3. GTX tube frame cars may install fuel injection system, maximum throttle body size TBD.
4. Grand Am tube frame cars must comply with the 2007-13 GA specifications.

J. Oil System

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

K. Exhaust System

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

L. Electrical

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

M. Drivetrain

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

N. Suspension and Steering

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

O. Brakes

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

P. Tires and Wheels

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

FIA GT3 -

| Make | | Model | Restrictor mm | Weight (lbs) | Notes |
|---|---|---|---|---|---|
| Acura | GT3- 047 | NSX | None<br>(2) 35 TIR | 3015 | |

| | | | | | |
|---|---|---|---|---|---|
| Aston Martin | GT3-O32 | Vantage | (2) 41.5 | 2980 | |
| Audi | GT3-038 | R8 LMS | (2) 39 | 2980 | |
| Bentley | GT3-035 | Continental | (2) 38 | 3070 | |
| BMW | GT3-043 | M6 | (2) 34 TIR | TBD | |
| Chevrolet | GT3-045 | Corvette C7 | 52 | 3070 | |
| Dodge | GT3-036 | Viper | (2) 39 | 3120 | |
| Ferrari | GT3-029 | 458 | (2) 40 TIR | 3025 | |
| Ferrari | GT3-044 | 488 | (2) 35 TIR | 3025 | |
| Lamborghini | GT3-040 | Huracan | (2) 39 | 3015 | |
| Mclaren | GT3-037 | 650S | (2) 36 TIR | 2915 | |
| Mercedes | GT3-042 | AMG GT | (2) 34.5 | 3090 | |
| Porsche | GT3-041 | 991 | (2) 41.5 | 2960 | |
| Nissan | GT3-030 | GT-R | (2) 40 TIR | 3050 | |
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FIA GT4 -

| Make | | Model | Restrictor mm | Weight (lbs) | Notes |
|---|---|---|---|---|---|
| Aston Martin | GT4- | Vantage | NA | TBD | |
| Audi | GT4-038 | R8 | NA | 3400 | |
| BMW | GT4- | M4 | NA | TBD | |
| Chevrolet | GT4-031 | Camaro | NA | 3310 | |
| Ford | GT4-027 | Mustang | NA | 3490 | |
| Ginetta | GT4-019 | G55 | NA | 2600 | |
| Maserati | GT4-MC | Gran Turismo | NA | 3290 | |
| MaClaren | GT4-030 | 570S | NA | 3220 | |
| Mercedes | GT4-xxx | AMG | NA | 3270 | |
| Panoz | GT4-xxx | Avezzano | NA | 3310 | |
| Porsche | GT4-024 | Cayman | NA | 2990 | |
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TCR -

| Make | Model | Trans | Power Level | Weight (lbs) | Notes |
|---|---|---|---|---|---|
| Audi | RS3 LMS | SEQ | 100% | 2790 | |
| Audi | RS3 LMS | DSG | 100% | 2715 | |
| Honda | Civic Type R | SEQ | 100% | 2790 | |
| Hyundai | i30 N | SEQ | 100% | 2790 | |
| Volkswagon | Golf GTI | SEQ | 100% | 2790 | |
| Volkswagon | Golf GTI | DSG | 100% | 2715 | |
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**GT2**

1. #25038 (October Fastrack - Andrew Aquilante) Request for Carbon Fiber Replacement Panels on GT2/ST Mustangs

Thank you for your letter. Add to the Notes for all GT2/ST Ford Mustangs: *Allow lightweight Carbon Fiber fenders, fascias, doors, and roof panels so as to help this car to meet minimum weight. Parts must meet original profile of OEM components. Part numbers to be provided.*

**Prod General**

1. #25425 (December Fastrack - Production Committee) Modify Hardtop Rule to Allow OE-Style Aftermarket Hardtops

Change the wording of rule "9.1.5.E.9.a.12 – Production Category, Authorized Modifications, Body/Structure Level 1 & 2, Modifications" to the following new language:

*12. Open cars must remove convertible soft tops, and attaching bracketry and fasteners. Open cars retaining the stock windshield may retain the stock removable hardtop if attached to the car by positive fasteners. Open cars must remove convertible soft tops and all attaching bracketry and hardware. If the stock windshield is retained, OEM and aftermarket hardtops are allowed. Aftermarket hardtops must retain OEM appearance in all exterior profiles, and carbon fiber construction is not allowed. Any hardtop must be attached by positive fasteners.*

Remove the words "OEM hardtop allowed/permitted" from any and all applicable specification lines in Production.

2. #25426 (December Fastrack - Production Committee) Allow Drivers Seat Floor Pan Modification

Add 9.1.5.E.10.e – Production Category, Authorized Modifications, Driver/Passenger/Trunk Compartment Level 1 & 2:

*e. The driver's side floor-pan may be modified for the purpose of lowering the driver's seating position. All modifications must be contained within the floor-pan area, limited to between the transmission/exhaust tunnel, the driver's side rocker, and a maximum fore-aft length of 30". The modification shall not extend below the lowest portion of the factory floor/frame rail/welded seam. The steel used in the modification shall be no thinner than .058", and be entirely welded in place. This modification shall serve no other purpose other than seating position.*

**SM**
1. #23967 (October Fastrack - SCCA Staff) Request to Review Current Shock Testing
This letter was approved as a REC for 2019 in the August 2018 BOD meeting. The CRB submits slight changes to the original letter below.

Also, **NOTE: The ride height is TBD, and is in works by the CRB.**

Mazda, in conjunction with Long Road Racing, and with observation by SCCA/SMAC/NASA/ Toyo/Hoosier, conducted shock testing at Carolina Motorsport Park.

A new shock option will be available as of Jan 1, 2019 to all SM competitors. This shock, a non-adjustable Penske, will be available only thru Mazda, and will solve many of the supply, performance, and tech issues with the current shock. A SM driver contingency plan is also being developed.

The SMAC recommends a transition to the new shock as follows:
1) All 2019 Runoffs competitors must run the new shock and mount.
2) All 2020 Majors/Runoffs competitors must run the new shock and mount.
3) Regional competitors are not required to run the new shock and mount until AT LEAST 2021, and may not be required to switch. This will be evaluated each year.
~~4) Same brand of shock must be run on all four corners.~~
*4) Both the current and the new shocks will be optional during the 2019 Majors season.*
*5) Competitors that run the Penske shocks must run them with the top mounts/bump stops on all 4 corners.*
*Mazda part numbers:*

Front Penske SM Shock: **0000-04-5275**

Rear Penske SM Shock: **0000-04-5276**

Top Mount/Bump Stop Kit: **0000-04-5277**

Penske SM Shock Kit w/Top Mount: **0000-04-5720-KT**

**STL**
1. #24818 (October Fastrack - Eric Kutil) Request for Side Skirts Rule Clarification
In ST, GCR Section 9.1.4.D.6, add the wording as follows:

*Aftermarket Side Skirts may not be wider than 5" in the plan view.*

**STU**
1. #24832 (October Fastrack - Super Touring Committee) Letter #23921
Change 9.1.4.1

B. Engines
2.Turbo inlet restrictors designed per GCR Appendix F Technical Glossary definition of "Turbo Inlet Restrictor" may be required; see table 9.1.4.h.2. Swapping of turbochargers between engine makes and models is prohibited. Supercharged cars may be approved on a case-by-case basis; twin turbo engines are allowed on a case-by-case basis only. Contact the Club Racing Technical Office for details. engines are allowed on a case-by-case basis only. Contact the Club Racing Technical Office for details. Twin turbo engines may be converted to single turbo using one of the allowed alternate turbos (see 9.1.4.H.3). *Aftermarket Turbo Charger and Super Charger kits will be allowed on a Case-by-case basis.*

2. #24504 (December Fastrack - Eric Heinrich) Request Advanced Aero With Restrictions

9.1.4.1 STU Specific Technical Regulations

Add to section A. Chassis and Bodywork:

*3. Advanced Aerodynamics*
*The following maximum specifications regarding aerodynamic allowances can be used with a 3% weight penalty:*

a. The front splitter must not extend more than 3.0 inches past the original or approved
*bodywork as viewed from above for the entire profile of the splitter.*
b. A wing no wider than the widest part of the body, with a maximum cord length of 12",
*and end plates that do not exceed 72.0 square inches each.*
c. Canards or dive planes are permitted. 2 per side not exceeding 50 square inches each.

**T1**
1. #25148 (November Fastrack - Hugh Stewart) Request for Carbon Fiber Trunk Lid on BMW E46 M3
Thank you for your request. Please add to the Notes for the T1-FP BMW E46 M3*: CSL style carbon fiber rear trunk lid allowed +75lbs.*

**T2**
1. #24629 (October Fastrack - Richard Kulach) Request Hood Vents for 370Z
Recommended for 2019:

9.1.9.2.8.a.

*7. Touring 2 and 3 only: Hoods may have a maximum of 2 vents installed for cooling purposes. The maximum combined total area of the vents shall not exceed 200 square inches. The 200 Square inches includes any area that deviates from the factory hood profile. Vents may not protrude above the OEM hood profile more than 25mm (1 inch).*

**T2-T4**
1. #24685 (December Fastraack - Jared Lendrum) Request to Increase Camber for 2019
Thank you for your request. Based on the overwhelmingly positive response to the WDYT, please make the following change for 2019:

In 9.1.9.2.5.a.1:
1. T2-T4: A maximum of ~~3.0~~ *3.5* degrees of negative chamber is allowed on front and rear suspensions.

2. #25706 (December Fastrack - Touring Committee) Short Shifters for Touring
Please make the following change to Touring (T2-T4):
Add 9.1.9.2.4 Transmission/Final Drive

*4. Conventional aftermarket shift kits allowed (i.e., short-shift). Parts can serve no other purpose than to accomplish the shifting of the OE transmission.*

**AS**
1. #25673 (Drew Cattell) Cost Savings - Allow OEM 5 Lug Wheel Bearings - RP CTS-V
Thank you for your letter. Effective 1/1/19:

Add to the Notes for the Cadillac CTS-V (04-07) : Alternate OEM/replacement part 5-lug wheel bearing

*allowed. SKF bearing p/n BR930081 (or equivalent) rear bearing, used on front and rear positions. Hub pilot may be machined down (up to 3mm) to allow fitment of Camaro SS brake rotors 92245928 (front, 13.9" diameter) and 92245929 (rear,14.3" diameter). Stock CTS-V calipers to be retained.*

2. #26011 (Club Racing Board) Changes for Listed Restricted Preparation Cars
These items are the portions of 24929 and 24930 that remain approved by the BOD in their August meeting.

Add to the specification lines Notes for the Chevrolet/Ponitac Camaro and Firebird (93-97) and (98-02) Restricted Prep. Cars: *May use 9.1.6.D.1.l.1. Flywheel/Clutch.*

Add to the Notes for the Restricted Prep. Ford Mustang Cobra and GT (96-98) 4.6L V8: *May use Trick Flow Engine Kit TFS-K519-390-375. May use 9.1.6.D.1.l.1. Flywheel/Clutch and 9.1.6.D.3.a.1.*

Add to the Notes for the Restricted Prep. Ford Mustang Cobra (99-02) 4.6L V8: *May use Trick Flow Engine Kit TFS-K519-390-375. May use 9.1.6.D.1.l.1. Flywheel/Clutch and 9.1.6.D.3.a.1.*

Add to the Notes for the Restricted Prep. Ford Mustang GT (99-04) 4.6L V8*: May use Trick Flow Engine Kit TFS-K519-390-375. May use 9.1.6.D.1.l.1. Flywheel/Clutch and 9.1.6.D.3.a.1.*

Add to the Notes for the Restricted Prep. Ford Mustang Mach 1 (03-04) 4.6L V8: *May use Trick Flow Engine Kit TFS-K519-390-375. May use 9.1.6.D.1.l.1. Flywheel/Clutch and 9.1.6.D.3.a.1.*

Add to the Notes for the Restricted Prep. Ford Mustang Coupe GT (05-10) 4.6L V8: *May use Trick Flow Engine Kit TFS-K519-390-375. May use 9.1.6.D.1.l.1. Flywheel/Clutch and 9.1.6.D.3.a.1.*

**FB**
1. #25823 (Formula/Sports Racing Committee) Discontinue F1000 as an Independent U.S. Majors Class
Effective 1/1/2020, remove GCR section 9.1.1.G in its entirety in connection with incorporation of F1000 cars into the FA class.

**FST**
1. #25624 (Robert Guhde) Rule Changes for Formula FST
Effective 1/1/19:

In GCR section 9.1.1.H.4.2, make changes as follows:
"Regional, Divisional and/or Race Series Tire Options:

1. Option 1. The spec tire manufacture*r* for Formula First shall be *the FF* Hoosier Tire. Front tires shall be ~~#43130 20.0" x 6.0" – 13" R60 or~~ R60A compound *13 inch*. Rear tires shall *also* be ~~#43302 22.5" x 7.5" – 13" R60 compound or #43307 22.5" x 7.2" x 13"~~ R60A compound *13 inch*.

~~2. Option 2. The spec tire manufacture for Formula First shall be Goodyear Tire. Front tires shall be #807-366-068 3321 20.0" x 6.0" – 13" R600 compound. Rear tires shall be #870-274-068 2015 22.5" x 7.5"– 13" R600 compound.~~

~~3~~*2*. Option ~~3~~*2*. *If a division chooses an alternate spec tire manufacturer for Formula First it* ~~The spec tire manufacture for Formula First~~ shall be *the* American Racer Tire. Front tires shall be 20.0» x 6.0» – 13» 133 compound. Rear tires shall be # 22.5» x 7.5» – 13» 133 compound.

~~4~~*3*. Inter divisional races or special events may choose to allow more than one tire option by listing the options allowed for said event in the event supplemental regulations. *Intermediate tires are not allowed.*

~~3~~*4*. Any tires (brand, size, tread or construction) fitting the 13 x 6 rims may be used when the Chief Steward declares a rain race. *This includes the radial Formula Ford rain tire.*"

In GCR section 9.1.1.H.5.2, make changes as follows:

"Rod weight with bolt and small end bushing: Minimum 560 grams. Rod length, center to center: 5.35" to 5.45". Any *manufacturer's* piston rod may be used that meets the VW dimensional and weight specifications ~~listed~~ herein. *Competitors may use VW or Chevy bearings for rod big end and may modify rods accordingly as long as weight of 560 grams is maintained.*

Piston weight with pin*, clips, and rings*: Minimum 515 grams."

In GCR section 9.1.1.H.5.3.1, make changes as follows:

"Any 1200 or 1600 VW case or exact replica may be used. ~~(~~Aftermarket competition cases that vary in design from the original VW case are not permitted *except for the Auto Linea aluminum VW case, which must meet all other GCR/FST requirements*.~~)~~ *The engine case may be painted as long as casting stampings are visible.*"

**GCR**
1. #25674 (GCR Committee) Control Line Language for the GCR
To be effective 1/1/2019:

Definition of Control Line:

CONTROL LINE (GCR 8.2.) 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 may be aided by suitable automatic or semi-automatic equipment.

Add to GCR 6.10.1. and change reference from Starting Line to Start/Finish Lines
6.10.1. Starting Line for Timing and Scoring

Unless otherwise defined in the Supplemental Regulations, the start*/finish* line is the control line where timing begins*/ends* when crossed by a car. *Per 8.2, 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 may be aided by suitable automatic or semi-automatic equipment.*

**GT2**
1. #26029 (Club Racing Board ) GT-ST Aerodynamic Change
Effective 1/1/2019, change as noted below:

APPENDIX K. 2012 STO GENERAL TECHNICAL REGULATIONS

C. Bodywork

10. Fenders and wheel openings shall remain unmodified. *OEM base model fenders may be flared to allow for tire clearance up to 2". They must maintain the OEM profile and appearance, seamlessly around the wheel arch.* 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

**SM**
1. #24725 (Ralph Provitz) Request for Extended Lower Ball Joints to Align with NASA
Thank you for your request. Effective 1/1/19:

In SM, GCR section 9.1.7.c.3.p, revise and add wording as follows:

"For camber adjustment, *only one of the following may be utilized:*
*1)* Inner suspension bushings, on the front upper control arms, may be replaced with non-metallic offset bushings. The bushings may use metal (inner and/or outer) sleeve(s). Material and design must be the same in all four positions. The control arm may be modified to allow for pinning the bushing to prevent rotation. Spherical bearings are not allowed.
*2) Or, Extended lower ball joints, manufacturer part number BL-ELBJ, with BAUER suspension laser etching (etching MUST be visible on ball joint) may be used in place of stock front lower ball joints.*"

2. #25375 (Jim Drago) Axle cages in SM
Thank you for your letter. Effective 1/1/19:

In SM, GCR section 9.1.7.c.2.i, revise and add wording as follows:

"~~The half-shaft CV Joints shall be an OEM or OEM equivalent part. The internal cage and bearing dimensions are unrestricted. This rule is effective until 12/31/18.~~"

"*Rear drive axle assembly consisting of constant velocity Joints (inner and outer), axle shafts, boots and all associated parts that make up a complete drive axle assembly must be an OEM part. All internal component dimensions are un-restricted but must be ferrous material.*"

In SM, GCR section 9.1.7.c, add the wording as follows:

"The use of any painting, coating, plating, or impregnating substance (e.g., anti-friction, thermal barrier, oil shedding coatings, chrome, anodizing, REM, isotropic finishing, etc.) to any internal engine surface, internal transmission, *drive axle assembly* or differential surface, internal or external surfaces of the intake manifold, exhaust manifold or downtube is prohibited."

**STU**
1. #25829 (Super Touring Committee) STU Intake Manifolds
Effective 1/1/19:

Add:
9.1.4.1
B. Engines

3. All cars shall use the installed engine'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.*

2. #25830 (Super Touring Committee) 24504 Amendment

Effective 1/1/19:

Add to 9.1.4.1.A.3.b.: *The wing may be no higher than roof height.*

In 9.1.4.1.A.3.a.: Adjust weight penalty for advanced aero from ~~3%~~ to *5%.*
Change: 9.1.4. Super Touring Category Specifications

**C. Bodywork…**

10. ~~Fenders and wheel openings shall remain unmodified.~~ *OEM base model body fenders may be flared to allow for tire clearance up to 2" with a weight penalty of 1%. They must maintain the OEM profile and appearance, seamlessly around the wheel arch.* 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

**T1**

1. #25500 (Charlie Hayes) Request to Open Diff Choices for Mazda Mx5
Thank you for your request. Effective 1/1/19, Please make the following changes to Touring 1 classifications:

Mazda MX-5 Miata MazdaSpeed

Chassis Notes: *Alternate manufacturer OEM differential housing allowed.*

Mazda MX-5 (06-15)

Chassis Notes: *Alternate manufacturer OEM differential housing allowed.*

2. #25838 (Touring Committee) T1 Spec Line Updates

Effective 1/1/19, emove the following spec lines, cars would be eligible for re-classification in Limited Prep format and considered on a case by case basis:

Acura CL
Aston Martin DB9
Aston Martin GT 4
Aston Martin vantage and N24
Audi R8
Audi S4
BMW 335ci/135i
Chevy Cobalt/Fiero/Solstice/Sky
Dodge SRT4
Dodge Viper 8000 FP
Dodge Viper 8300 FP
Dodge Viper 8400 OEM -40mm
Ferrari 355
Lotus 211/Exige/Elise
Lotus 2-Eleven GT4 Supersport
Maserati Trofeo Light
Mazda RX-7
Mazda RX-8
Mazda RX-7 20B
Mitsubishi DSM 2000 and 2400
Mitsubishi Evo/DSM
Nissan 300zx
Nissan 350/370 5600
Panoz Esperante GTS
Porsche 944
Saleen SR
Scion FR-S

**T2**
1. #25792 (William Moore) Request for 2014 Camaro Sway Bar
Thank you for your request. Effective 1/1/19, in T2, Chevrolet Camaro SS/1LE (10-14), make changes to the Notes as follows:

"*Any swaybar up to 35mm front and rear allowed.*"

2. #25794 (William Moore) Request for Camaro Rear Control/Trailing Arms
Thank you for your request. Effective 1/1/19, please make the following changes in T2: Chevrolet Camaro SS/1LE (10-14), add to the Notes:

*Lower control arms BMR TCA026 and rear trailing arms BMR TCA026.*

**T2-T4**
1. #25680 (Laurie Sheppard) Spherical Bearings/Bushings Introduced By Use of Slotted

Adjuster
Please make the following changes to the Touring class rules sections (Effective 1/1/19):
Change 9.1.9.2.D.5.a.1:

**5. Suspension**
**a. Suspension Adjustments**

1. **T2-**T4: A maximum of ~~3.0~~ *3.5* degrees of negative chamber is allowed on front and rear suspensions. *Spec line part(s) may not be modified to increase caster and camber.* Strut suspensions may ~~de-camber wheels~~ *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 ~~adjusters~~ *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. ~~Slotted ball joints on A-arms on double wishbone cars may be used for camber adjustment only~~. 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 except for *the specific examples listed in the class rules or vehicle spec line.* ~~adjustable toe links that may serve no purpose other than adjusting toe angle, unless specifically permitted on the vehicle spec line.~~

2. #25752 (Rob Hines) Allow Modification of Drivers Floorpan for Taller Drivers
Thank you for your request. Effective 1/1/19, please make the following change to Touring 2-4:

9.1.9.2.9.d Interior Modifications

*7. The driver's side floor pan may be modified to accommodate larger/taller drivers. All modifications shall be contained between the transmission tunnel, driver's side rocker, rear bulkhead. The modification shall not extend below the factory floor stiffener/frame rail. The steel used in the modification shall be no thinner than .058". All modifications shall be welded in place. This modification shall serve no other purpose other than seating position.*

3. #25976 (Don Knowles) Request to Clarify That Seals and Rings are Free
Thank you for your request. Effective 1/1/19, please make the following changes to the Touring category rules:

9.7.9.2.D.1.i Other Engine Components

*8. Aftermarket, OEM-equivalent piston rings and apex seals are allowed.*

**T3**
1. #25576 (Michael Pettiford) Re-Classify T2 Solstice GXP as Defined in T2 to T3
Thank you for your request. Please make the following changes in Touring 3 (effective 1/1/19):
07-09 Solstice GXP

weight: ~~3250~~ *3200*

Notes: ~~32mm~~ *35mm* TIR required. *Hahn HIC-1150 or Dejon FIC-SSA Intercooler allowed. Maximum spring rate 800 lb/inch for coil over type spring permitted. Any aftermarket 4-piston caliper allowed.*

2. #25804 (David Mead) Request to Combine 99-04 Mustang GT and Mach 1 Spec Lines
Thank you for your request. Combining the spec lines is not recommended. However, effective 1/1/19, please make the following changes to T3:

Ford Mustang Mach I (03-04)

Add to Notes:
*"Steeda 555-2002 rear control arms are allowed. Max spring rate of 900 lbs/in allowed front and rear. Springs may be mounted as a "coil over" configuration. Steeda front sway bar 555-1094 allowed. Energy suspension 4.3140G control arm bushings permitted."*

3. #25890 (Oscar Jackson) Request for S2000 Help
Effective 1/1/19, in T3, Honda S2000 (all) (00-09), make changes to wheel size and Notes as follows:

~~17 x 8.5~~ *17 x 9.0*

"Factory bolt-in roll bar may be removed to facilitate the installation of the required roll cage. Comptech differential housing part #550-040 allowed. ~~Springs and sway bars from~~ 2008 S2000 ~~CR allowed.~~ CR front fascia, rear deck lid, and wing are permitted. Spring rate ~~600~~ *750* lbs/in *F/R* maximum allowed. Updating and backdating of flywheels between engine types is prohibited. 2.2L engine ~~54mm~~ *60mm* flat plate restrictor required. *Any swaybar up to 33mm front, up to 30mm rear allowed.*"

4. #25892 (Oscar Jackson) Request for 370z Spec Line Changes
Thank you for your request. Effective 1/1/19, in T3, Nissan 370Z (09-16) / 370Z NISMO Edition (09-13), add to the Notes as follows:

"*Any swaybar up to 37mm front and up to 30mm rear allowed.*"

5. #25963 (David Mead) Request for Upgrades to 03-04 BMW Z4 Roadster
Thank you for your request. Effective 1/1/19, in T3, BMW Z4 3.0L (03-04), add to final drive and Notes as follows:

3.07 *or 3.46*

"*Springs to 600lb F 650lb R allowed. Swaybars up to 27mm F and up to 24mm R allowed.*"

**T4**
1. #25756 (Club Racing Board ) 2019 Recommended Changes T4
Effective 1/1/19, in T4, Mazda MX-5 / Club Model (06-15), add to the Notes as follows:

"*Allow Mazda header part number 0000-06-5407.*"

In T4, Mazda 3 (14-16), make changes to the spec line as follows:

(14-~~16~~ *18*)

Weight: "~~2800~~ *2900*"

Tire: "~~235~~ *245*"

Notes: "Any spring up to ~~650lb~~ *800lb* front and ~~900lb~~ *1000lb* rear springs may be used. Aftermarket wheels at a min. weight of 15 lbs. each. Cold air intake. Front camber plates. 25mm max rear sway bar allowed. Any year OEM Mazda 3 mirrors allowed. CorkSport rear camber arms (Part# AXM-3-318-10) permitted. Header allowed ~~at 125 lbs~~."

2. #25859 (Dave Kutney) Request for Weight Reduction of Pontiac Solstice
Thank you for your letter. Effective 1/1/19, in T4, Pontiac Solstice / Saturn Sky (06-09), make weight change and add to the Notes as follows:

~~2850~~ *2800*

"*Minimum ride height is 3 inches. Springs up to 600lb (front and rear) allowed.*"

3. #25962 (David Mead) Request for Changes to 2.5 BMW Z4
Thank you for your request. Effective 1/1/19, in T4, BMW Z4 2.5L (03-05), make changes to the weight and the Notes as follows:

~~3145~~ *3100*

"~~The following items must remain stock: shock/struts (including mounts)- unless specified below. Alternate wheel BMW #36-11-1-095-058 16 x 7 is permitted. 50mm flat plate restrictor required.~~ *Any spring up to 600lbs F/R and any sway bar up to 30mm F and up to 25mm R allowed.*"

## APPENDIX B:

To: SCCA Board of Directors

From: Jim Crittenden - Chair, Road Rally
Board Date: November 9, 2018

The Road Rally Board requests your approval for these two changes to the 2019 SCCA RoadRally Rules:

| What it currently says | Our proposed change |
|---|---|
| Article 21 Time Allowances<br>A) Provisions for Time Allowances (TAs)<br><br>TAs are required for **proven** force majeure on all SCCA Road Rallies. No penalty may be assessed for their use. No sanction exception will be granted to disallow their use, or to allow any penalty for their use. Force majeure TA's are automatically allowed. TAs may be used for other reasons only if allowed by an event's General Instructions. | Article 21 Time Allowances<br>A) Provisions for Time Allowances (TAs)<br><br>All SCCA Road Rallies are required to allow TAs for any reason. No sanction exception will be granted to disallow their use or to allow any penalty for their use. |

| What it currently says | Our proposed change |
|---|---|
| Article 18 Timing and Sco ring<br>D) Standard Computation<br>The computation for determining the elapsed time for each leg shall be performed by calculating the times, in minutes, between average speed changes to at least four decimal places (0.0001 minutes). Then add the successive times without rounding off until the total leg time is figured and then the total figure so reached shall be truncated to the second or 1/lO0th of a minut e. In this final truncation, fractional parts of a unit shall be dropped.<br><br>If an event uses "car zero times" (czt) or "key times" these t imes are to be calculated as required above and these times are to be considered definitive times. The computat ion for determining the official t ime must be carri ed forward from a "key time" or "car zero time" using the time exactly as given in the "key/car zero time" (using no fractional parts beyond what is shown in the "key/ car zero time"). | Article 18 Timing and Scoring<br>D) Standard Computation<br>The computation for determining the elapsed time for each leg shall be performed by calculating the times, in minutes, between average speed changes to at least four decimal places (0.0001 minutes). Then add the successive times without rounding *off* until the total leg time is figured and then the total figure so reached shall be truncated to the second or 1/lO0th of a minute. In thi s final truncation, fractional parts of a unit sha ll be dropped.<br><br>If an event uses "car zero times" (czt) or "key times" these times are to be calculated as required above and these tim es are to be considered definitive times. The computation for determining the official time must be carried forward from a "key time" or "car zero time" using the time exactly as given in the "key/car zero time" (using no fractional parts beyond what is shown in the "key/car zero time").<br><br>For tour rallies it is considered desirable to set the leg times close to the middle of the second or hundredth whenever possible. |

## APPENDIX C:

## 2019 PROPOSED RALLYCROSS RULE CHANGES FOR BOD APPROVAL

**1. Clarify allowed Fuel types in Stock Class.**

3.3.C.9 Fuel may be any type of unleaded, ~~E85~~ *Ethanol,* or diesel/biodiesel fuel commonly available at the pump. Alternative fuels must be pre-approved by the event Safety Steward prior to the event. No other alcohol fuels or nitrous oxide are allowed.

**2. Allow one non-competitor passenger at National events for any driver with a restricted license from a state that requires a passenger.**

**4.2.C.** *The only passengers allowed during competition runs at National events are non-competitors whose role is to fulfill the state mandated requirements for a driver who has a restricted driver's license requiring a passenger*~~. Passengers are not allowed during competition runs at National events~~. At non-National events, one (1) passenger can ride in an approved seat located in the forward- most occupant area of a vehicle that has passed tech inspection (3.3.A-3.3.N) and is registered for competition on that day.

**3.** Add to Section F- *Constructor Class rule moratorium for 2019, and 2020.*

**4. Clarify that Crosskarts, Formula Cross, Legend cars, and tube-frame vehicles are eligible to compete in Constructors classes if they meet applicable preparation allowances (e.g. production-based engine).**

**3.1. ...** The following types of vehicles are currently not eligible to *compete in Stock, Prepared and Modified categories*: ATVs, UTVs, sidebysides, Trophy Trucks, Crosskarts, Formula Cross, Legend cars, and tube□frame vehicles. *Trophy Trucks, Crosskarts, Formula Cross, Legend cars, and tube□frame vehicles are eligible to compete in the Constructors category subject to applicable preparation allowances.*

**5. Allow non-OEM hardtops in Modified classes if the vehicle is equipped with an approved roll bar or roll cage.**

**3.3.E.3.j.** *A non-OEM hardtop of a type substantially similar to the shape, design, construction, and weight of the OEM hardtop may be used if the vehicle is equipped with an approved roll bar or roll cage.*

**3.1. …** This includes electric and hybrid vehicles, convertibles with *an approved* ~~factory~~ hardtop attached, targa types with factory panel in place, and t-tops with factory panels in place. …

**3.2.C. C.** Convertible, targa, or t-top vehicles must have their ~~factory~~ hardtop or panels securely in place during course runs.

**6. Allow the addition of oil catch tanks or oil separators in Stock classes.**

**3.3.C.21.** *The installation of oil catch tanks or oil separators is allowed provided the function of the PCV system remains functional.*

**7. Allow the addition, modification or replacement of power steering oil coolers in Prepared classes.**

**3.3.D.21.** Oil cooling radiators for engine, transmission, *power steering*, or differentials may be added, modified, or replaced with alternate parts providing they and their installation serve no other purpose, and subject to the following restrictions: …

**8. Clarify that engine cooling systems in Modified classes are unrestricted.**

**3.3.E.11**. *Engine cooling systems are unrestricted.*

**9. Clarify that event fees are due after the event audit is completed, not at the time the event application is submitted.**

**4.5.B.** Each SCCA RallyCross Event must submit a SCCA RallyCross Sanction/ Insurance Application~~,~~ *and a* RallyCross Safety Plan ~~and whatever sanction fee is applicable.~~
These forms ~~and the sanction payment~~ must arrive at the SCCA Rally Department at least 14 days prior to the event or ~~a an additional~~ late fee will be assessed

## APPENDIX D:

## GENERAL

**ITEM 1)** *#24432 Category Preambles

**SCCA® Solo®: Long term planning and strategic objectives**

The SEB and its Advisory Committees have been working on a project to standardize the Solo® Rules Preamble section for each Solo® Category. After reviewing them extensively, the SEB realized that they are fragmented in structure, are not easy to understand and do not effectively communicate to new and existing members "Purpose", "Philosophy" and "Objectives." Over the last 18 months, the SEB and the advisory committees have collaborated on this project. This exercise has specific goals:

1. Clean up and give common structure to all the Preambles.
2. Communicate the current state of the categories to the membership and potential members.
3. Preambles are to be our general philosophy guidelines for each category. If the Advisory Committees or the SEB propose a rule change that is outside of the current Preamble for that category, then there should be a proposed directional change with the Preamble sent out to the membership for review.
4. Give a guiding principle and set expectations for the membership, the advisory committees and the SEB.

The SEB believes this aligns with the Solo® Rules "core values" in the Solo® Rules Introductory Section I.2.3. In the current Fastrack, the SEB has published the proposed changes to each of the Category sections for membership feedback.

**STREET**

**Category Objective**

This category should provide the lowest barrier of entry and appeal to the largest segment of potential and existing members.

**Category Values**

Preparation allowances with a minimal impact on daily public highway use of the vehicle.

**Core Modifications**

Primary allowances permit changes to shocks, anti-roll bars, tires.

**Classes**

**Sports cars and other high performance vehicles classed by performance potential**

**Super Street R-tire (SSR)**
**Super Street (SS)**

**A Street (AS) B Street (BS) C Street (CS)**

**E Street (ES)** – Very affordable older sports cars with an emphasis on low cost entry and acceptable availability. Class stability is a priority.

**Sedans and Coupes classed by performance potential D Street (DS)**
**G Street (GS) H Street (HS)**

**F Street (FS)** – Heavy high horsepower RWD vehicles in the spirit of "V8 Pony Cars."

## STREET TOURING

### Category Objective

Street Touring allowances and modifications build upon existing Street category allowances. Competitors in this class are looking to add performance to a select group of vehicles based on performance potential.

### Category Values

1. Vehicle modifications should not prevent daily use on public roads; "Daily use" is subjective criteria; Competitors will interpret this differently; "Street legal" is a category goal. Some states may require more stringent requirements. It is not the intention of

   "street legality" to be an absolute. Drivetrain configuration variances are balanced through limited slip differential and wheel/tire allowances.
2. Performance Improvements Through "Bolt-On" Modifications
   a. Modifications should not require cutting, drilling, or permanent alterations to body panels.
   b. Modifications that enhance the performance for Solo® and street driving.
      i. Suspension
      ii. Differentials
      iii. Bolt-On Engine Parts
      iv. Aftermarket/Larger Brake Kits
      v. Wheels/Tire Upgrades
3. Vehicle Safety Systems.

   ABS may be electronically disabled, but otherwise must remain unaltered.
4. Required Diagnostic Systems.

   OBDII systems should remain functional. Retention of specific emissions systems.
5. Engine Tuning.

### Classes

**Street Touring Sport (STS)** – Naturally Aspirated Front-Wheel Drive sedans and coupes, and similar performance light/older RWD and AWD cars. Emphasis on momentum and handling over power.

**Street Touring Roadster (STR)** – Low to medium HP Rear-Wheel Drive roadsters and coupes. Generally, sports car based chassis.

**Street Touring Xtreme (STX) –** Medium HP coupes and sedans. Primarily

RWD with some performance matching AWD.

**Street Touring Ultra (STU) –** Higher power and performance sports cars and coupes, along with similarly high performance AWD sedans.

**Street Touring Hatchback (STH) –** Turbo hatchbacks and sedans.

## STREET PREPARED

### Category Objective

Street Prepared builds on the Street allowances to provide opportunities for vehicles with more extensive modifications that may not be suitable for public highway use.

### Category Values

Provide a level of modification which encompasses lower-prep category allowances plus a moderate level of fabrication and a greater range of bolt-on alternatives.

### Core Modifications

1. DOT R-compound tires.
2. Permanent alteration to the body, such as modification of fenders via cutting and/or flaring for tire clearance.
3. Drilling trunks/hatches for spoiler mounting.
4. Front splitters and rear spoilers.
5. Update/Backdate allowances to interchange of parts among selected models.
6. Engine tuning with stock internals.
    a. Aftermarket ECU.
    b. Unrestricted Induction.
    c. Emissions system removal.
    d. Unrestricted exhaust systems.
7. Weight reduction (A/C removal, steering wheel airbag removal, etc.).
8. Suspension Updates.

### Classes

**Super Street Prepared (SSP)** – High Performance sports cars.

**A Street Prepared (ASP) –** AWD turbo sedans and medium performance coupes and sports cars.

**B Street Prepared (BSP) –** Medium performance 2 seater and 2+2 sports cars.

**C Street Prepared (CSP) –** Lower powered 2 seat sports cars and FWD cars.

**D Street Prepared (DSP)** – Heavier RWD sports sedans/coupes and FWD cars.

**E Street Prepared (ESP) –** Muscle cars and foreign grand touring cars.

**F Street Prepared (FSP)** – FWD cars with some lower power RWD and AWD cars.

## STREET MODIFIED

### Category Objective

Street Modified allows competitors to modify vehicles using advanced fabrication and tuning with specific limitations. Street Modified provides the allowances of the lower- prep categories with the addition of major modifications to the drivetrain, suspension, and body as well as

sophisticated aerodynamic components.

**Category Values**

Freedom to improve vehicles using a variety of methods including suspension geometry changes, extensive powertrain conversions and/or modifications.

**Core Modifications**

1. Powertrain swaps.
2. Open Engine Tuning.
3. Open Driver aid tuning (Traction control, ABS, Stability, Differential, etc.).
4. Minimum weights based on displacement.
5. Limited Interior removal.
6. SRS system removal.
7. Modifications may require cutting, drilling, or permanent alteration to the body, such as cutting fenders for tire clearance, and drilling trucks/hatches for spoiler/wing mounting.
8. DOT R-compound tires.
9. Front splitters and rear wings.
10. Custom suspension components.
11. Weight reduction (A/C removal, steering wheel airbag removal, lightweight body panels, etc.).

**Classes**

**Super Street Modified (SSM) –** 2-seat vehicles, FWD, RWD, and AWD.
**Street Modified (SM) –** 4-seat vehicles, FWD, RWD and AWD.
**Street Modified FWD (SMF) –** FWD vehicles only.

**PREPARED**

**Category Objective**

Competitors in this category are permitted broad modifications and fabrication opportunities in suspension, drivetrain, and engine with no expectation of public highway use.

**Category Values**

Development levels for purpose-built competition vehicles based on production cars, including true racing slicks, weight reduction, and extensive modifications to chassis and powertrain.

**Core Modifications**

1. Non-DOT racing tires.
2. Displacement-based minimum weight formulas.
3. Purpose built competition vehicles based production chassis or other racing chassis.
4. Performance through extensive modification and custom fabrication.
5. Extensive chassis modification including:
    a. Interior removal and replacement of body panels, doors, and windows.

b. Body panel modification for large tire fitment and suspension travel.

c. Custom suspension fabrication.

d. Relocation of components for optimizing weight distribution.

6. Engine and drivetrain allowances including:

a. Extensive internal engine modifications.

b. Open transmission and differential allowances.

7. Restricted aerodynamic aids

**Classes**

**X Prepared (XP)** – Open class for sports cars and sedans with additional allowances for engine swaps and increased aerodynamic modifications beyond the rest of the category.

**C Prepared (CP)** – American muscle cars.
**D Prepared (DP)** – Lightweight, 4-cylinder RWD sports cars and coupes.
**E Prepared (EP)** – FWD cars naturally aspirated.
**F Prepared (FP)** – High performance sports cars and sedans.

**MODIFIED**

**Category Objectives**

Provide a competitive outlet for the highest level of allowed modifications.

Accommodate competitors with purpose built competition vehicles, with allowances for a wide variety of designs and origins.

**Category Values**

Maximum speed and handling for given car parameters.

**Rules stability to protect member investment and encourage commitment**
Highest levels of drivetrain and suspension development (varies among the individual classes).

Custom design and fabrication.

Maximum tire adhesion with minimum constraint (varies among the individual classes).

**Core Modifications**

Chassis and suspension customization.

Unconstrained automotive-based powertrain (varies among the individual classes). Minimum weights generally based on displacement.

**Classes**

**AM** – Least restricted class with significant aero allowances and unlimited drivetrain.

**BM** – GCR-based formula cars and sports racers with a high power/weight and aero allowances.

**CM** – GCR-based formula cars and sports racers with medium power/weight and restricted aero allowances.

**DM** – Highly modified very lightweight production-based or approved kit cars with a maximum equivalent displacement of 2 liters and lower weights than EM.

**EM** – Highly modified lightweight production-based or approved kit cars with no limit on displacement and higher weights than DM.

**FM** – Small, very agile, GCR-based formula cars.

**KART**

**Category Objective**

This category is an outlet for members interested in running karts at Autocross events.

**Category Values**

Preparation allowances in line with national karting organizations, to allow easy migration between Solo® and other karting events.

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**ITEM 2)** #23346 Fuel allowance proposal re: methanol
The following rule change proposal is recommended by the SEB:

Effective 1/1/19, change 3.6.B as follows:

3.6.B. In addition to fuels which are allowed by Section 3.6.A, Street Prepared, Street Modified, Prepared, and Modified category vehicles may use diesel fuel, any grade of gasoline, *or any gasoline-ethanol blend*. ~~Federally-approved E85~~. Gasolines consist entirely of hydrocarbon compounds. Gasoline may contain antioxidants, metal deactivators, corrosion inhibitors, and lead alkyl compounds such as tetraethyl lead. *Methanol is prohibited;* other oxygen and/or nitrogen bearing additives are prohibited except for those originally present in fuel which is Federally approved for use on public highways. Oxygen and/or nitrogen bearing oil additives are prohibited in two-cycle engine oiling systems.

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**SAFETY**

**ITEM 3)** #23152 Senior Solo® Safety Steward license Add to Appendix E:

"***Senior Solo® Safety Steward License***

*Intent: A Senior Solo® Safety Steward license should be a tool for keeping long-standing experienced stewards involved with the program even if they are not as active as a regular licensee is currently required. A senior grade license shall be a specially appointed, restricted license, wherein the annual work history is waived during a renewal.*

*The Solo® Safety Committee considers this license to be an emeritus status. As such, the Senior Solo® Safety Steward licenses will be limited to no more than five (5) persons per year who will be appointed by vote of the Committee. Renewal requests shall be made to national Solo® Safety Committee Chairperson.*

*The Senior SSS license shall be subject to the following restrictions:*

1) *A senior grade license applicant shall be a currently licensed SSS holding a regular or Instructor license.*

2) *The Applicant must have had a regular SSS license for at least 20 continuous years in order to apply for this license grade (SCCA® can verify first license issuance date and continuous service).*

3) *After appointment, the license is valid for a 3 year term unless rescinded by the SSC. The requirement to serve as an SSS or SSI at events during the license period is waived.*

4) *The Senior SSS licensee shall serve in SSS roles for emergency purposes only, i.e. in case a region needs an SSS during an event heat or an event heat when a regular license holder is not available. A senior license holder cannot be named in the capacity of "Solo® Safety Steward of Record" on a sanction application. A senior license holder cannot be used on a regular basis to address a region's inability to assign a regular SSS license holder.*

5) *Relative to an event Solo® Safety Steward of Record, a Senior SSS license holder shall act only in an advisory position and shall not have the capacity to overrule the decisions of that named license holder.*

6) *Upon a request for renewal, the applicant must review "What is a Safety Steward?" and "Solo® Safety Steward Summary" as a refresher course on the SCCA® website and submit the results with their renewal application to the SSC Chairperson.*"

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**STREET CATEGORY**

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**ITEM 5)** *#23333 2011 Audi R8 V10 Spyder from SSP -> SS The SAC would like member feedback on the following proposal: Move *from exclusion list to SS:*

Audi

*R8 (non-GT) (2008-2015)*

*R8 (non-Plus) (2016-2018)*

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**ITEM 6)** #24097 reclass 997 Porsche turbo

Per the SAC, make the following change to Appendix A: Move from exclusion list to SS:

Porsche

*911 Turbo (997 chassis)(non-S, non-GT2)(2006-12)*
*911 Turbo (993 chassis)(1995-99)*

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**ITEM 7)** #22613 Comprehensive Street Reclass for Lotus Evora Per the SAC, make the following changes to Appendix A:

Move from SS to AS:

Lotus

*Evora S*

Move from AS to BS:

Lotus

*Evora (Non S)*

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**ITEM 8)** #23593 Moving Porsche Cayman S & GTS The SAC recommends the following change to Appendix A: Move from SS to AS:

Porsche

*Boxster S, GTS (981 chassis) (2013-16)*
*Cayman S, GTS (981 chassis) (2013-16)*

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**ITEM 9)** #22275 981 Cayman (non-GT4, non-GTS, non-R, non-S) (2013-16) to B Street Per the SAC, make the following changes to Appendix A:

Move from AS to BS:

Porsche

*Boxster (non-GTS, non-S, non-Spyder) (2013-16) Cayman (non-GT4, non-GTS, non-R, non-S) (2013-16)*

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**ITEM 11)** #23811 More TTS in BS Per the SAC, make the following change to Appendix A: Move from AS to BS:

*Audi*

*TTS (2016-18)*

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**ITEM 12)** #23650 BMW Z4 Class Change Proposal The SAC and SEB recommend the following change to Appendix A: Move from BS to CS

BMW

*Z4 roadster (2.8i, 3.0i) (2009-16)*

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**ITEM 13)** #22526 Move S2000 (non-CR) and NC MX5 MSR from BS to CS

The SAC and SEB recommend the following change to
Appendix A: Move from BS to CS

Honda

*S2000 (non-CR)*

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**ITEM 14)** #24090 Solstice to CS

The SAC and SEB recommend the following change to
Appendix A: Move from BS to CS

*Pontiac*

*Solstice (non turbo) (non-Z0K) (2007-10) Sky*

*Saturn*

*(non turbo) (2007-10)*

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**ITEM 15)** #22882 Move rally cars and friends to DS

Per the SAC, please make the following changes to
Appendix A: Move from BS to DS:

Audi

*S3 (2.0T) (2015-2017)*

*TT Quattro (AWD )(2008-2017) TTS (2009-15)*

Ford

~~Mazda~~

*Focus RS (2016-2017)*
~~RX-8~~

Mitsubishi

*Lancer Evolution (2003-2015)*

Subaru

*WRX STI (incl. Special Edition) (2004-2017)*

Volkswagen

*Golf R (2015-2017)*

Move from CS to DS:

Nissan

*350Z (non-Nismo) (2003-2009)*

Note: Per the SAC the RX-8 has been removed from the proposal, in response to member comment.

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**ITEM 16)** #22696 Move 3-Series (E46 & E9x)(non-M3, non-turbo) from DS to GS The SAC would like member feedback on the following proposal:

Move *from DS to GS:*

BMW

*3-Series (E46 chassis) (non-M3) (1999-2006)*

Lexus

*IS300 (2001-05)*

Subaru

*WRX (non-STI) (2001-08)*

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**STREET TOURING CATEGORY**

**ITEM 17)** #23581 Please review Intercooler rule for ST

The STAC recommends the following rules changes to allow stock-location intercoolers for STH.

Modify 14.10.C as follows

"C. *Induction allowances are as follows:*

*All -* The air intake system up to, but not including, the engine inlet may be modified or replaced. The engine inlet is the throttle body, carburetor, compressor inlet, or intake manifold, whichever comes first. The existing structure of the car may not be modified for the passage of ducting from the air cleaner to the engine inlet. Holes may be drilled for mounting. Emissions or engine management components in the air intake system, such as a PCV valve or mass airflow sensor, may not be removed, modified, or replaced, and must retain their original function along the flow path.

*STH - As utilized only on engines originally equipped with forced induction, induction charge heat exchangers (also known as "intercoolers" or "charge air coolers" [CACs]) are unrestricted in size and shape. Air-to-air CACs and radiators for air-to-liquid CACs must be cooled only by the atmosphere except for standard parts. Body panels, fascias, or structural members may not be cut or altered to facilitate CAC installation. Removal of vehicle components to facilitate installation is not allowed. Holes may be drilled for mounting. Factory boost piping may not be modified or replaced."*

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**ITEM 18)** #24601 Specific model / year classing for the Mini's

The STAC is recommending moving the second and third generation (2007-2018) mini Cooper S (and JCW) to STU. The first generation (2001-2007) Cooper S and JCW would stay in STX.

Modify listings in Appendix A as

follows: STU

*Mini*

*Cooper S & Cooper S JCW (2007-2018*

*Cooper (non-S) (2014-2018)*

STX

Mini

~~Cooper (non-S) (2014-15)~~

Cooper S & Cooper S JCW (incl. 2004-05 dealer-installed) *(2001-2006)*

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**ITEM 19)** #23879 Please allow 265mm tires for MR in STU

The STAC and SEB recommend an allowance for 265 wide tires on STU 2WD mid and rear-engine cars. Change Section 14.3 as follows:

"Tires shall have a section width up to and including the following (mm): STS, STR (AWD): 225

STH (AWD), STX (AWD): 245

STR (2WD), ~~STU (2WD, mid-engine, rear-engine)~~: 255

STH (2WD), STX (2WD), STU (AWD), *STU (2WD, mid-engine, rear-engine)*: 265

STU (2WD, front-engine): 285"

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**ITEM 20)** #22088 Brake Allowance Parking Brake Rules

After reviewing member feedback, the STAC is recommending the following changes related to the drum to disk conversion allowance and the requirement for individual rotor plates to be at least as thick as the OEM rotor. The drum to disk change is intended to clear up the allowance and make it easier for competitors to utilize off the shelf components when performing the conversion. Similarly, the removal of the disk plate restriction is intended to facilitate use of common off the shelf rotors in aftermarket brake kits.

Modify 14.6 as follows:

"14.6 Brakes

A. Non-standard brake rotors may be used provided they are of equal or larger dimensions (diameter and *overall* thickness) and made of ferrous material(e.g., iron). ~~Thickness includes the individual plates of a vented rotor, as well as the overall dimension.~~ The diameter for replacement rotors is measured at the minimum outside dimension. Aluminum rotor hats are allowed. Cars originally equipped with solid (non- vented) rotors may utilize vented rotors. Cross-drilled and/or slotted brake rotors may be fitted provided all such voids are within the disc area and comprise no more than 10% of that area. ~~Brake calipers and mounting brackets may be replaced provided they bolt to the standard locations and the number of pistons is equal to or greater than standard. A functioning emergency brake of the same type, operation, and actuation as OE must be present. Drum brakes may be replaced with~~

~~disc brakes of a diameter equal to or greater than the inside diameter of the standard drum. Such conversions must be bolted, not welded, to the axle/trailing arm/upright and must include an integral, redundant emergency brake. Changes to backing plates/dust shields/brake lines to accommodate these changes are permitted but may serve no other purpose.~~

B. Brake lines may be substituted with alternate DOT-approved flexible brake lines.

C. Air ducts may be fitted to the brakes provided that they extend in a forward direction only and that no changes are made in the body/structure for their use. They may serve no other purpose. Backing plates and dirt shields may be modified or removed.

D. Original equipment ABS braking systems may be electrically disabled but may not be removed or altered in any other way.

E. *Disc brake calipers and mounting brackets may be replaced provided they bolt to the standard locations and the number of pistons is equal to or greater than standard. A functioning emergency brake of the same type, operation, and actuation as OE must be present.*

F. *Drum brakes may be replaced with disc brakes of a diameter equal to or greater than the inside diameter of the standard drum. Such conversions must be bolted, not welded, to the axle/trailing arm/upright and must include an integral, redundant emergency brake. The emergency brake must utilize the OE actuation method (e.g., pedal vs. handle) and components. The emergency brake must be integral to the new caliper, a drum brake style assembly within the new rotor, or a separate emergency brake caliper must be used. Changes to backing plates/dust shields/brake lines/emergency brake cables to accommodate these changes are permitted but may serve no other purpose.*"

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**ITEM 21)** #22139 Master cylinder brace allowance in ST

The STAC and SEB recommend the following allowance for a bolt-on brake/clutch master cylinder brace mirroring the allowance present in the SP category. This is as a new line in section 14.6, as follows:

"*G. A single brake master cylinder brace may be added provided it is bolt-on and serves no other purpose*."

Also add a new line in section 14.10 as follows:

"*N. A single clutch master cylinder brace may be added provided it is bolt-on and serves no other purpose.*"

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**STREET PREPARED CATEGORY**

**ITEM 22)** #19867 Blow-off/ pop-off valves

The SPAC and SEB recommend the following rule change: In 15.10.4:

d. ~~No changes are permitted to blow-off/pop-off valves.~~

e. Compressor bypass valves (CBVs), *blow-off valves, and pop-off valves* are considered part of the air intake system and may be added, replaced, or updated/ backdated independently of other components of a forced induction system.

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**ITEM 23)** #23979 Equal rights for Superchargers and Turbos The SPAC is recommending the following change:

Change the following sections to allow supercharger pulley ratio changes:

"15.10.C.4.c ~~No changes are allowed to supercharger drive system pulleys.~~ *Supercharger pulleys and belts of the same type as standard may be replaced with alternate pulleys allowing drive ratio changes.* Belt tensioners may be added/changed to reduce belt slip."
"15.10.X Any crankshaft damper or pulley may be used. SFI-rated dampers are recommended. ~~Supercharged cars may not change the effective diameter of any pulley which drives the supercharger~~."

"15.10.Y Any accessory pulleys and belts of the same type (e.g., V-belt, serpentine) as standard may be used. This allowance applies to accessory pulleys only (e.g., alternator, water pump, power steering pump, and crankshaft drive pulleys). ~~Supercharged cars may not alter crankshaft/supercharger drive ratio~~. Alternate pulley materials may be used. Idler pulleys may be used for belt routing in place of items which the rules specifically allow to be removed such as smog pumps and air conditioning compressors. They may serve no other purpose."

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**ITEM 24)** #23431 Eagle Talon reclass
The SPAC and SEB recommend the following change to Appendix A: Move from ASP to DSP:

Mitsubishi

*Eclipse Turbo and Talon Turbo (1989-99)*

Plymouth

*Laser (AWD)*

**ITEM 25)** #22761 Fiesta ST???

The SEB and SPAC are recommending the following classing change effective 1/1/2019: Move from CSP to DSP:

Ford

*Fiesta ST (2014-18)*

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**STREET MODIFIED CATEGORY**

**ITEM 26)** #23104 16.1K Canards
The following change proposal is recommended by the SMAC and SEB: Revise the following paragraph from 16.1.K as shown:

"Canards are allowed and may extend a maximum of 6.0" (152.4 mm) ~~forward of~~ *from* the front bodywork as viewed from above. No portion of the canard may extend past the widest part of the front bodywork as viewed from above. Canard area will be measured in the same manner as wings using Section 12. Canard area may not exceed 15% of total wing allowance. The sum of canard area and rear wing area may not exceed the total wing allowance. *Fore and aft variance in curvature and angle is open. Canards may have endplates. Canard endplate total surface area is limited to 30 sq. in. (193.5 $cm^2$) for each side.*"

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**PREPARED CATEGORY**

**ITEM 27)** #24314 Prepared ABS rules.
The PAC and SEB recommend the following change to ABS modification allowances. 17.6C

~~Addition, replacement, or modification of Anti-lock Braking Systems (ABS) is prohibited. The standard system may be removed in its entirety or disabled electrically in a manner not readily accessible while driving, but not altered in any other way. Sensors and computers are considered part of the ABS system and may be not altered nor relocated.~~

*Addition or replacement of Anti-lock Braking Systems (ABS) is prohibited. The standard system may be disabled in a manner not accessible while driving. Any component of a disabled system may be removed or modified, unless prohibited elsewhere. ABS sensors (excluding wheel speed sensors), ABS computer, ABS valve block and input signals of a functional system, may not be replaced, relocated or altered. The ABS wheel speed sensors and ABS tone wheels may be relocated, replaced or modified, as long as the functional operation of the system is not altered (e.g. pulses per wheel revolution remains the same). The ABS warning lamp/s and related wiring, of a functional system, may be removed or modified. The length and routing of ABS related wiring, of a functional system, may be modified, as long as the functional operation of the system is not altered. "*

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**ITEM 28)** #23095 Ducting air from bumper to intercooler Change 17.10.C.3 as follows:

"Only air-to-air intercoolers may be used. They must fit completely within the bodywork. They must be cooled only by the atmosphere. The use of coolants such as water, dry ice, ice, etc. is prohibited. *Air may be ducted as long as it is supplied through normal or specifically authorized openings in the bodywork. "Standard openings in the front of the car" includes ventilation system intake grilles.*"

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**ITEM 29)** #21414 Turbo jets and other anti-lag Add to 17.10.D as follows:

4. *No fuel shall be added after the exhaust valve on a piston engine, or after the beginning of the exhaust port of a rotary engine.*

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**ITEM 30)** #20239 Manufacturer Engine Swaps within Prepared The PAC and SEB recommend the following engine swap allowance:

"*17.10.S Alternate Engine allowance: Prepared vehicles may make use of alternate engines from the engine originally delivered, with the following rules. Excluded from use of alternate engines are forced-induction engines, rotary engines, hybrid engine and drivetrains, and Prepared Limited Preparation Vehicles.*

1. *Alternate engines are to be from the same make as the make of the vehicle. Engine must be available in production automotive model(s) sold in the US. No alternate engines or parts of the engine are allowed that were offered in other markets than the US unless listed in Appendix A. Motorcycle, snowmobile, marine, or other engines of non-automotive design are not permitted.*

2. *Vehicle manufacturers that no longer exist may use any motor available in the use from corporate brands or via the following listings:*

   *British makes may use Ford motors including*
   *Mazda Italian makes may use Fiat Chrysler*
   *motors*

3. *Alternate engines are to retain the same piston count or less as the vehicle's engine was originally configured. Models classed with multiple piston counts on the same line may use any piston count that matches classed models.*

4. *Alternate engines must keep same cooling type as before. Examples: Air cooled stays air cooled and water cooled stays water cooled.*

5. *Alternate engine weights will be calculated using listed engine displacement of swapped engine.*

6. *Alternate engines may make use of allowances found in 17.10*

7. *Longitudinally mounted alternate engines must locate the bell housing to block mounting surface no closer to the fore-aft center of the vehicle than the standard part. Vertical position of the longitudinal axis of the centerline of the crankshaft must be within +/- 1 inch of the standard part. Transverse mounted alternate engines must locate the centerline of the crankshaft +/- 1 inch than the standard part , and no closer to the fore-aft center of the vehicle than the standard part +/- 1 inch.*

*The engine orientation (transverse stays transverse and longitudinal stays longitudinal) and the engine bay location must not be changed (front-engine stays front-engine, mid-engine stays mid-engine, and rear-engine stays rear-engine).*"

Appendix A changes/
additions: Class **D**
**Prepared**
Weight Adjustments:

*Alternate engine allowance: Add 0.10 x displacement (cc)*

Class **E Prepared**

Weight Adjustments:

*Alternate engine allowance: Add 0.10 x displacement (cc)*

Regardless of the weight formulas above no car may weigh less than 1350 lbs. or be required to weigh more than ~~2200~~ 2400 lbs. prior to addition of weight adjustments defined herein and in Section 17.

Class **F Prepared**

Weight Adjustments:

*Alternate engine allowance: Add 0.10 x displacement (cc)*

Regardless of the weight formulas above no car may weigh less than 1900 lbs., except that cars using 17.10.S (engine swap allowance) must not weigh less than 2100 lbs. or be required to weigh more than 2700 lbs. prior to addition of weight adjustments defined herein and in Section 17.

**ITEM 31)** *#22617 GCR to XP

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The PAC is interested if the membership feels there is an issue with cars using GCR Club Racing GT and Production allowances competing in D, E, and F Prepared. The proposed changes would not affect CP vehicles and would continue to allow GCR vehicles to compete in XP without mixing/matching the Solo® and GCR allowances.

"17.11

A. *Vehicles competing in C Prepared class, should refer to section 17.11.B.* Vehicles prepared in excess of Solo® allowances and prepared to either the current Club Racing GT or Production Category rules are permitted to compete in the *X Prepared class.* Tube-frame production cars and kit-cars specifically listed in Appendix A (i.e., Shelby Cobra) are subject to the requirements in the relevant Appendix. Tube-frame versions of Production Vehicles (*e.g.*, a tube-frame *RX-7*) are considered in excess of the rules and must comply with the requirements in this Section. Section 17.8.B.5 minimum track requirements apply. Minimum weight will be *GCR Minimum* plus any Solo® weight additions (wheel size weight increases, etc.). Vehicles taking advantage of this allowance may *only use* the Club Racing GCR (General Competition Rules) allowances in whole. Cars which are not listed in the GCR may not use this allowance and are limited to the modifications allowed in Section 17. For those cars which have been de-listed from the current year GCR, the appropriate specifications will be developed and added to Appendix A upon member request. An exception to the GCR will be that open cars are permitted provided they comply with all provisions of Section 17 pertaining specifically to open cars. The following items listed in the GCR, while recommended, are not required: Logbooks, annual inspections, roll cage, on-board fire systems, hand-held fire extinguisher, scatter shield/chain guards, master switch, steering wheel lock removal, window safety net, windshield safety clips and rear window safety straps, and braided steel brake lines. Single Inlet Restrictors (SIRs) are not required. Due to the extent of modifications permitted on GT-derived cars classed within the Prepared category, it is possible for a replica car to meet the legality requirements for the corresponding original model provided that the engine, track, and wheelbase remain within the allowed specifications. In such a case the replica is considered legal for Prepared, provided it correctly meets all the applicable GCR specifications.

B. *C Prepared vehicles prepared in excess Solo® allowances and prepared up to either the current Club Racing GT or Production Category rules are permitted*

*to compete in C Prepared. Tube-frame production cars and kit-cars specifically listed in Appendix A are subject to the requirements in the relevant Appendix. Tube-frame versions of Production Vehicles (i.e., a tube-frame Camaro) are considered in excess of the rules and must comply with the requirements in this Section. Section 17.8.B.5 minimum track requirements apply. Minimum weight will be 110% of the Solo® minimum weight from Appendix A plus any Solo® weight additions (wheel size weight increases, etc.). Vehicles taking advantage of this allowance may use the Solo® Rules or the Club Racing GCR (General Competition Rules) allowances in whole, in part, or in combination. Cars which are not listed in the GCR may not use this allowance and are limited to the modifications allowed in Section 17. For those cars which have been de-listed from the current year GCR, the appropriate specifications will be developed and added to Appendix A upon member request. An exception to the GCR will be that open cars are permitted provided they comply with all provisions of Section 17 pertaining specifically to open cars. The following items listed in the GCR, while recommended, are not required: Logbooks, annual inspections, roll cage, on-board fire systems, hand-held fire extinguisher, scattershield/chain guards, master switch, steering wheel lock removal, window safety net, windshield safety clips and rear window safety straps, and braided steel brake lines. Single Inlet Restrictors (SIRs) are not required. Due to the extent of modifications permitted on GT-derived cars classed within the Prepared category, it is possible for a replica car to meet the legality requirements for the corresponding original model provided that the engine, track, and wheelbase remain within the allowed specifications. In such a case the replica is considered legal for Prepared, provided it correctly meets all the applicable GCR specifications. The 10% increase in minimum weight does apply to such cars.*

Appendix A - (XP) Prepared

XP vehicles must conform to the rules in Section 17 except as noted herein. This class is for almost any production car using almost any automobile drivetrain. Any vehicle meeting the requirements of Section 17.A.2, listed in another Prepared class, specifically listed in CP, DP, EP, ~~or~~ FP ~~that is not required to run at Section 17.11.A specified weights~~ or listed at the end, is eligible for XP. ~~Section 17.11.A does not apply. "In-excess" cars per Section 17.11.A are not eligible for XP.~~

*8.* Other

Vehicles exceeding these rules and prepared to the Club Racing General Competition ~~Rules (GCR) are not eligible for this class.~~

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**ITEM 32)** #21828 XP non-OE wing mounting
Change 1.c in Appendix A, class X Prepared, as follows:

"Appendix A: 1.c. Aerodynamic Aids: Wings may be added, removed, or modified. Non- OE wings may only be attached to the rear ~~deck/hatch area~~ *chassis or body* behind the centerline of the rear axle. For convertibles/roadsters with no roof and targas with no rear window, no portion of the wing may be higher than 12. (30.48 cm) above the ~~wing~~*'s point of attachment to the of body of the* ~~vehicle~~ *highest point of the body that is behind the centerline of the rear axle.*"

NOTE: The PAC does not feel that mounting location impacts wing performance as long as all elements are still within the box created by the centerline of the rear axle, the width of the vehicle, and the rearmost portion of the body work.

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**ITEM 33)** #14898 XP boosted displacement equivalence and min weight The PAC and SEB recommend the following change to the XP weight calculation. Appendix A.9.a.2:

"Turbocharged or supercharged versions of all engines will be classified on a basis of ~~1.4~~ *1.6* times the actual displacement."

Appendix A.9.b:

"MINIMUM WEIGHT CALCULATIONS All listed weights are without driver. All weights are calculated based on displacement as listed above. Example: Weight for a RWD car w/1796 cc Turbo engine with the engine behind the driver 51% of the weight on the rear axle is ~~1200~~*1300* + [(1.796 x ~~1.4~~ *1.6*) x (200+ 20)] + ABS = ~~1753~~*1982* lbs.

*FI Engine displacement*

*FWD ..... 1300 lbs. + 150 lbs. per liter*
*RWD ..... 1300 lbs. + 200 lbs. per liter*
*AWD ..... 1300 lbs. + 250 lbs. per liter*

NA Engine displacement less than
4.0L FWD ..... **1200 lbs**. + 150 lbs. per liter
RWD ..... **1200 lbs.** + 200 lbs. per liter
AWD ..... **1200 lbs.** + 250 lbs. per liter

Engine displacement of 4.0L or greater

*FWD ..... 1600 lbs. + 50 lbs. per liter*
*RWD ..... 1600 lbs. + 100 lbs. per liter*
*AWD ..... 1600 lbs. + 150 lbs. per liter*

Regardless of the weight formulas above, no car shall be required to weigh more than 2300 lbs. before applicable weight adjustments.

Weight Adjustments Pounds
Cars with ABS + 50

Cars with traction/stability control + 50
Cars with active/reactive suspension + 100

Cars with greater than *51% weight on rear axle + 20 per liter*

c. Regardless of the Minimum Weight Calculations above (b), no car shall weigh less than the following

Minimum weights (lbs.):

| | | |
|---|---|---|
| Naturally Aspirated | Supercharged/Turbo | |
| FWD | 1425 | *1625* |
| RWD | 1550 | *1900* |
| AWD | 1675 | *1925*" |

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**ITEM 34)** #23872 No minimum weight for NA 4 cylinder cars listed

To accommodate non-turbo 4 cylinder vehicles, the PAC is recommending the following previously- published change to Appendix A, in the minimum weights table for the CP class.

“Minimum weight (lbs.):

V8 engines greater than 5100 cc ..... 3000
V8 engines equal to or less than 5100 cc .....2700
6-cyl engines, maximum 4500 cc..... 2450
Turbocharged 6-cyl engines, maximum 4500 cc .....2550
~~Turbocharged~~ 4-cyl engines.....2450”

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**ITEM 35)** *#22790 ABS/Prepared category
The PAC is requesting member feedback on allowing Anti-lock Brake Systems to be added/modified in CP. This will allow older vehicles to remain competitive, without placing restrictive takebacks on newer vehicles. The PAC recommends making the following changes to Appendix A - (CP) Prepared:

*Anti-lock braking systems (ABS) may be added, replaced, removed, or modified. The use of non- OE or modified OE ABS incurs an ABS weight adjustment.*
Traction control/stability control may not be added to a car which was not equipped with an OE traction/stability control system. OE systems may be retained but may not be replaced or modified in any way other than removal. *Modifications to the OE ABS which also modify the OE traction/stability system are not allowed.*

The following weights apply unless a specific weight is indicated with the model listing.

Minimum weight (lbs.):

V8 engines greater than 5100 cc .....3000
V8 engines equal to or less than 5100 cc ..... 2700
6-cyl engines, maximum 4500 cc..... 2450
Turbocharged 6-cyl engines, maximum 4500 cc .....2550
Turbocharged 4-cyl engines.....2450

*Weight Adjustments (lbs.)*
*Non-OE or modified OE ABS..... add 250*

Maximum weight on the rear of the car shall be 51% of the total weight of the car. Exceptions: Corvair, Yenko Stinger.

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**ITEM 36)** #23614 Please remove RWD Escort and Chevette from EP Appendix A Remove the following listings from class EP in Appendix A as shown.

E Prepared (EP)

Ford & Mercury

~~Escort & Lynx (1968-81)~~

Chevrolet, ...

~~Chevette (1975-87)~~

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**ITEM 37)** #24266 88-91 Civic/CRX to same line in EP

The PAC and SEB recommend the following change to Appendix A, E-Prepared.

Prepared (EP) - Appendix A Honda

Civic *& CRX* (1988-91) ~~CRX (1988-91)~~

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**ITEM 38)** #23892 Line classing for Porsche 924S & 944 4-cyl 8-valve

The PAC and SEB recommend the following change to Appendix A, F-Prepared.

Porsche

~~924S (1986-88)~~

~~Alternate cylinder head: P/N 933.104.302.50 w/ 36 mm ex. valves~~ 924 Turbo

~~944 (non-turbo, all) (1982-91)~~

944 Turbo (1985-91)

924S (1986-88) & 944 (non-turbo, all) (1982-91)

2.5L alternate cylinder head: P/N 933.104.302.50 w/36 mm ex. valves

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**MODIFIED CATEGORY**

**ITEM 39)** *#21881 Rocket style anti-lag

The MAC recommends the following rule change proposal:

Add new subsection 18.0.E.6 as follows, and re-number subsequent subsections accordingly.

"*6. No fuel shall be added after the exhaust valve on a piston engine, or after the beginning of the exhaust port of a rotary engine.*"

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**KART CATEGORY**

**ITEM 40)** #25502 Spec Honda 19.1.D.5

Per the KAC, add the following text as 19.1.D.4 and renumber subsequent section accordingly: "19.1.D.4

*Stock Moto: Honda CR125R engines only. Must conform to Modified Moto rules (19.1.D.1), with restrictions as listed. Minimum weight is 375 lbs.*

1. *Carburetion: Unmodified Keihin PWM-38 or PWK-38, maximum bore = 38.6 mm. May be modified for floatless recirculating fuel system. Jets, slide & fuel system are open. No other carburetor modifications allowed. Fuel pumps must be pulse-driven.*

2. *Cylinder: OE 1997-2002 Honda CR125R. May have power valve assembly removed and plugs installed. The cylinder casting must not have modifications or tool markings of any type. Honing of the original cylinder bore is allowed, maximum bore size = 54.513 mm. Re-plated bores are not allowed. Cylinder overall height (between mounting surfaces) minimum = 3.307", maximum = 3.316".*

3. *Cylinder head: OE 1997-2002 Honda CR125R. External water fittings may be modified or aftermarket. The head casting must not have modifications or tool markings of any type.*

4. *Piston assembly: The only allowed pistons are OE flat top as follows - "A" piston #13110-KZ4-A40 or #13110-KZ4-A90; "B" piston #13120-KZ4-A40 or #13120-KZ4- A90. Ring, bearing & circlips must be OE.*

5. *Ignition: OE 1999 Honda CR125R stator & CDI only. Stator cover plate holes may be enlarged to the size to the backing plate holes to allow for static timing changes. Coil signal & CDI ground wires may be lengthened. Coil wire, spark plug cap, and spark plug are open. The stator backing plate, main harness and all other ignition components must be original and unmodified."*

Additionally, the KAC recommends changing the section title of 19.1.D.1 from "~~Moto~~" to "*Modified Moto.*"



## APPENDIX E:

November 1, 2018

To: SCCA, Inc. Board of Directors
From: SCCA Foundation Board of Directors
RE: SCCA Foundation Bylaw Change Request

The SCCA Foundation Board of Directors requests to change Section 4 of the SCCA Foundation Bylaws (as approved by the Board of Directors of the Sole Voting member, The Sports Car Club of America, Incorporated effective 5 May, 2016) to delete the reference to term limits. Details of the proposed change follow.

### *CURRENT LANGUAGE*

4. DIRECTORS.

Board of Directors. The affairs of the Corporation shall be managed by a Board of not less than three (3) and no more than seven (7) voting individual persons to be selected by the Sole Voting Member. At least two (2) directors of the Corporation shall be members of the Board of Directors of the Sole Voting Member. Any remaining directorships shall be filled by the Sole Voting Member from its membership. Directors of the Corporation will serve a term of three (3) years. Directors may serve any number of terms, but may only serve two (2) terms consecutively.

### *PROPOSED LANGUAGE*

4. DIRECTORS.

Board of Directors. The affairs of the Corporation shall be managed by a Board of not less than three (3) and no more than seven (7) voting individual persons to be selected by the Sole Voting Member. ~~At least two (2) directors of the Corporation shall be members of the Board of Directors of the Sole Voting Member. Any remaining directorships shall be filled by the Sole Voting Member from its membership. Directors of the Corporation will serve a term of three (3) years. Directors may serve any number of terms, but may only serve two (2) terms consecutively.~~

***RATIONALE***

The Foundation Board of Directors believes that the requirement for two “Inc.” board members to be members of the Foundation BoD is redundant and unnecessary. Foundation oversight is provided for by the two liaison positions established in paragraph 3 of the current bylaws. Given the important work being accomplished by the Foundation, the ever increasing number of programs being sponsored by the Foundation, and the limited number of board members available to manage the affairs of the foundation, the SCCA Foundation Board of Directors believes at this time, that the term limits requirements called out in Section 4 are detrimental to the foundations mission. There are currently provisions in the Bylaws via section 4 for the removal of a Board Member with or without cause. Therefore, the need for term limits is not necessary as a means of ensuring appropriate turnover of the Board members.

John Zuccarelli
Chairman
SCCA Foundation

## SOLO EVENTS BOARD | November 28th

The Solo Events Board met by conference call October 24th. Attending were SEB members Brian Conners, Mike Brausen, Bob Davis, Zack Barnes, Keith Brown, Mark Scroggs, and Marshall Grice; Scott Dobler; Charlie Davis, and Chris Albin of the BOD; Doug Gill of the National Staff. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is **1/1/2020**.

Comments regarding items published herein should be directed via the website www.soloeventsboard.com

### Recommended Items

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Solo Events Board. Member input is suggested and encouraged. Please send your comments via the form at www.soloeventsboard.com.

### General

#25845 Updated Category Preambles

In response to input, the SEB has revised the Category Preambles to read as shown below and is recommending them to the BOD:

***Street***

**Category Objective**

This category should provide the lowest barrier of entry and appeal to the largest segment of potential and existing members.

**Category Values**

Preparation allowances with a minimal impact on daily public highway use of the vehicle.

**Core Modifications**

Primary allowances permit changes to shocks, anti-roll bars, tires

**Classes**

**Sports cars and other high performance vehicles classed by performance potential**

**SSR**
**Super Street**
**A Street**
**B Street**
**C Street**

**E Street** – Very affordable older sports cars with an emphasis on low cost entry and acceptable availability. Class stability is a priority.

**Sedans and Coupes classed by performance potential**

**D Street**
**G Street**
**H Street**

**F Street** – Heavy high horsepower RWD vehicles in the spirit of “V8 Pony Cars”.

***Street Touring***

**Category Objective**

Street Touring allowances and modifications build upon existing Street category allowances. Competitors in this class are looking to add performance to a select group of vehicles based on performance potential.

**Category Values**

Vehicle modifications should not prevent daily use on public roads; “Daily use” is a subjective criteria; Competitors will interpret this differently; “Street legal” is a category goal. Some states may require more stringent requirements. It is not the intention of “street legality” to be an absolute. Drivetrain configuration variances are balanced through limited slip differential and wheel/tire allowances.

Performance Improvements Through “Bolt-On” Modifications

Modifications should not require cutting, drilling, or permanent alterations to body panels

Modifications that enhance the performance for Solo and street driving

Suspension

Differentials

Bolt-On Engine Parts

Aftermarket/Larger Brake Kits

Wheels/Tire Upgrades

Vehicle Safety Systems

ABS may be electronically disabled, but otherwise must remain unaltered

Required Diagnostic Systems

OBDII systems should remain functional

Retention of specific emissions systems

Engine Tuning

**Classes**

**Street Touring Sport (STS)**: Naturally Aspirated Front-Wheel Drive sedans and coupes, and similar performance light/older RWD and AWD cars. Emphasis on momentum and handling over power.

**Street Touring Roadster (STR)**: Low to medium HP Rear-Wheel Drive roadsters and coupes. Generally sports car based chassis.

**Street Touring Xtreme (STX):** Medium HP coupes and sedans. Primarily RWD with some performance matching AWD

**Street Touring Ultra (STU):** Higher power and performance sports cars and coupes, along with similarly high performance AWD sedans.

**STH:** Turbo hatchbacks and sedans

### *Street Prepared*

**Category Objective**

Street Prepared builds on the Street allowances to provide opportunities for vehicles with more extensive modifications that may not be suitable for public highway use.

**Category Values**

Provide a level of modification which encompasses lower-prep category allowances plus a moderate level of fabrication and a greater range of bolt-on alternatives.

**Core Modifications**

DOT R-compound tires

Permanent alteration to the body, such as modification of fenders via cutting and/or flaring for tire clearance

Drilling trunks/hatches for spoiler mounting
Front splitters and rear spoilers
Update/Backdate allowances to interchange of parts among selected models
Engine tuning with stock internals
Aftermarket ECU's
Unrestricted Induction
Emissions system removal
Unrestricted exhaust systems
Weight reduction (A/C removal, steering wheel airbag removal, etc)
Suspension Updates

**Classes**

**Super Street Prepared (SSP)**: High Performance sports cars.
**A Street Prepared (ASP)**: AWD turbo sedans and medium performance coupes and sports cars
**B Street Prepared (BSP)**: Medium performance 2 seater and 2+2 sports cars?
**C Street Prepared (CSP)**: Lower powered 2 seat sports cars and FWD cars
**D Street Prepared (DSP)**: Heavier RWD sports sedans/coupes and FWD cars
**E Street Prepared (ESP)**: Muscle cars and foreign grand touring cars.
**F Street Prepared (FSP)**: FWD cars with some lower power RWD and AWD cars

### *Street Modified*

**Category Objective**

Street Modified allows competitors to modify vehicles using advanced fabrication and tuning with specific limitations. Street Modified provides the allowances of the lower-prep categories with the addition of major modifications to the drivetrain, suspension, and body as well as sophisticated aerodynamic components.

**Category Values**

Freedom to improve vehicles using a variety of methods including suspension geometry changes, extensive powertrain conversions and/or modifications.

**Core Modifications**

Powertrain swaps
Open Engine Tuning
Open Driver aid tuning (Traction control, ABS, Stability, Differential, etc)
Minimum weights based on displacement
Limited Interior removal
SRS system removal
Modifications may require cutting, drilling, or permanent alteration to the body, such as cutting fenders for tire clearance, and drilling trucks/hatches for spoiler/wing mounting
DOT R-compound tires
Front splitters and rear wings
Custom suspension components
Weight reduction (A/C removal, steering wheel airbag removal, lightweight body panels, etc)

**Classes**

**Super Street Modified (SSM)**: 2 seat vehicles, FWD, RWD, and AWD

**Street Modified (SM)**: 4 seat vehicles, FWD, RWD and AWD
**Street Modified FWD (SMF)**: FWD vehicles only

### *Prepared*

#### Category Objective

Competitors in this category are permitted broad modifications and fabrication opportunities in suspension, drivetrain, and engine with no expectation of public highway use.

#### Category Values

Development levels for purpose-built competition vehicles based on production cars, including true racing slicks, weight reduction, and extensive modifications to chassis and powertrain.

#### Core Modifications

Non-DOT racing tires
Displacement-based minimum weight formulas
Purpose built competition vehicles based production chassis or other racing chassis
Performance through extensive modification and custom fabrication
Extensive chassis modification including:
Interior removal and replacement of body panels, doors, and windows
Body panel modification for large tire fitment and suspension travel
Custom suspension fabrication
Relocation of components for optimizing weight distribution
Engine and drivetrain allowances including:
Extensive internal engine modifications
Open transmission and differential allowances
Restricted aerodynamic aids

#### Classes

**X Prepared**: Open class for sports cars and sedans with additional allowances for engine swaps and increased aerodynamic modifications beyond the rest of the category.
**C Prepared:** American muscle cars.
**D Prepared:** Lightweight 4 cylinder RWD sports cars and coupes.
**E Prepared:** FWD cars naturally aspirated
**F Prepared:** High performance sports cars and sedans.

### *Modified*

#### Category Objectives

Provide a competitive outlet for the highest level of allowed modifications.
Accommodate competitors with purpose built competition vehicles, with allowances for a wide variety of designs and origins.

#### Category Values

Maximum speed and handling for given car parameters
Rules stability to protect member investment and encourage commitment
Highest levels of drivetrain and suspension development (varies among the individual classes)
Custom design and fabrication
Maximum tire adhesion with minimum constraint (varies among the individual classes)

Core Modifications

Chassis and suspension customization

Unconstrained automotive-based powertrain (varies among the individual classes)

Minimum weights generally based on displacement

**Classes**

**AM** – Least restricted class with significant aero allowances and unlimited drivetrain.

**BM** – GCR-based formula cars and sports racers with a high power/weight and aero allowances.

**CM** – GCR-based formula cars and sports racers with medium power/weight and restricted aero allowances.

**DM** – Highly modified very lightweight production-based or approved kit cars with a maximum equivalent displacement of 2 liters and lower weights than EM.

**EM** – Highly modified lightweight production-based or approved kit cars with no limit on displacement and higher weights than DM.

**FM** – Small, very agile, GCR-based formula cars.

***Kart Modified***

**Category Objective**

This category is an outlet for members interested in running karts at Autocross events.

**Category Values**

Preparation allowances in line with national karting organizations, to allow easy migration between Solo and other karting events.

**Street Category**

#23333 2011 Audi R8 V10 Spyder from SSP -> SS

The SAC recommends the following change to Appendix A:

Move *from exclusion list to SS*

Audi

*R8 (non-GT) (2008-2015)*

*R8 (non-Plus) (2016-2018)*

**Prepared Category**

#22617 GCR to XP

The PAC and SEB recommend the following change to the rules covering GCR-legal vehicles in Solo:

In 17.11:

"A. *Vehicles competing in C Prepared class, should refer to section 17.11.B.* Vehicles prepared in excess of Solo® allowances and prepared to either the current Club Racing GT or Production Category rules are permitted to compete in the *X Prepared class.* Tube-frame production cars and kit-cars specifically listed in Appendix A (i.e., Shelby Cobra) are subject to the requirements in the relevant Appendix. Tube-frame versions of Production Vehicles (*e.g.*, a tube-frame *RX-7*) are considered in excess of the rules and must comply with the requirements in this Section. Section 17.8.B.5 minimum track requirements apply. Minimum weight will be *GCR Minimum* plus any Solo® weight additions (wheel size weight

increases, etc.). Vehicles taking advantage of this allowance may only use the Club Racing GCR (General Competition Rules) allowances in whole. Cars which are not listed in the GCR may not use this allowance and are limited to the modifications allowed in Section 17. For those cars which have been de-listed from the current year GCR, the appropriate specifications will be developed and added to Appendix A upon member request. An exception to the GCR will be that open cars are permitted provided they comply with all provisions of Section 17 pertaining specifically to open cars. The following items listed in the GCR, while recommended, are not required: Logbooks, annual inspections, roll cage, on-board fire systems, hand-held fire extinguisher, scatter shield/chain guards, master switch, steering wheel lock removal, window safety net, windshield safety clips and rear window safety straps, and braided steel brake lines. Single Inlet Restrictors (SIRs) are not required. Due to the extent of modifications permitted on GT-derived cars classed within the Prepared category, it is possible for a replica car to meet the legality requirements for the corresponding original model provided that the engine, track, and wheelbase remain within the allowed specifications. In such a case the replica is considered legal for Prepared, provided it correctly meets all of the applicable GCR specifications.

*B. C Prepared vehicles prepared in excess Solo® allowances and prepared up to either the current Club Racing GT or Production Category rules are permitted to compete in C Prepared. Tube-frame production cars and kit-cars specifically listed in Appendix A are subject to the requirements in the relevant Appendix. Tube-frame versions of Production Vehicles (i.e., a tube-frame Camaro) are considered in excess of the rules and must comply with the requirements in this Section. Section 17.8.B.5 minimum track requirements apply. Minimum weight will be 110% of the Solo® minimum weight from Appendix A plus any Solo® weight additions (wheel size weight increases, etc.). Vehicles taking advantage of this allowance may use the Solo® Rules or the Club Racing GCR (General Competition Rules) allowances in whole, in part, or in combination. Cars which are not listed in the GCR may not use this allowance and are limited to the modifications allowed in Section 17. For those cars which have been de-listed from the current year GCR, the appropriate specifications will be developed and added to Appendix A upon member request. An exception to the GCR will be that open cars are permitted provided they comply with all provisions of Section 17 pertaining specifically to open cars. The following items listed in the GCR, while recommended, are not required: Logbooks, annual inspections, roll cage, on-board fire systems, hand-held fire extinguisher, scattershield/chain guards, master switch, steering wheel lock removal, window safety net, windshield safety clips and rear window safety straps, and braided steel brake lines. Single Inlet Restrictors (SIRs) are not required. Due to the extent of modifications permitted on GT-derived cars classed within the Prepared category, it is possible for a replica car to meet the legality requirements for the corresponding original model provided that the engine, track, and wheelbase remain within the allowed specifications. In such a case the replica is considered legal for Prepared, provided it correctly meets all of the applicable GCR specifications. The 10% increase in minimum weight does apply to such cars.*“

In Appendix A - (XP) Prepared:

“XP vehicles must conform to the rules in Section 17 except as noted herein. This class is for almost any production car using almost any automobile drivetrain. Any vehicle meeting the requirements of Section 17.A.2, listed in another Prepared class, specifically listed in CP, DP, EP, ~~or~~ FP ~~that is not required to run at Section 17.11.A specified weights~~ or listed at the end, is eligible for XP. ~~Section 17.11.A does not apply. “In-excess” cars per Section 17.11.A are not eligible for XP.~~

~~8. Other~~

~~Vehicles exceeding these rules and prepared to the Club Racing General Competition Rules (GCR) are not eligible for this class."~~

**Modified Category**

#24101 Request for limits on anti-lag

The MAC and SEB recommend the following rule change proposal:

Add new subsection 18.0.E.6 as follows, and re-number subsequent subsections.

"*6. No fuel shall be added after the exhaust valve on a piston engine, or after the beginning of the exhaust port of a rotary engine.*"

## Member Advisories

**Street Touring Category**

#25496 Amendment of Request #25438

Thank you for your input. The Street Touring rule set currently allows for alternate springs and shocks.

**Street Modified Category**

#25987 Committee Personnel

A vacancy is anticipated on the SMAC, and interested members are invited to submit their qualifications in writing to the SEB via www.soloeventsboard.com

**Prepared Category**

#25825 PAC Opening

The PAC currently has a vacancy. Members interested in serving on this committee, are invited to submit their qualifications in writing via www.soloeventsboard.com. Although we encourage all interested parties to apply, the PAC is particularly interested in members with CP experience.

#25826 Committee Personnel

The SEB and PAC would like to thank Chris Raglin for his service to the PAC.

## Change Proposals

**Street Category**

#25535 Cobalt 2.4L classing

The SAC would like member feedback on the following classing change proposal:

Move *from GS to HS*

Chevrolet

*Cobalt (non-turbo)(2006-2009)*

**Street Touring Category**

#25473 1992-2005 Honda Civic Class Change

The STAC is seeking member feedback on moving the 6th and 7th gen Civics from STS to STX where they may take advantage of allowances for wider tires and aftermarket differentials. The 7th gen Civic Si is already classed in STX.

Modify listings in Appendix A as follows:

Street Touring Xtreme (STX)

Honda

Civic Si (~~2002~~ 1999-15)

Civic (1996-05)

Street Touring Sport (STS)

Honda

~~Civic (non-Si) (2001-05)~~

Civic (1984-~~2000~~ 1995)

**Street Prepared Category**

#25246 15.10.O Clutch Hydraulics

The SPAC is looking for member feedback on the following rule change proposal:

15.10.O.

Any metal clutch assembly, metal flywheel, or metal torque converter that uses the standard attachment to the crankshaft may be used. Non-metallic friction surfaces (e.g., clutch disks) are permitted. Dowel pins may be add- ed. Any hydraulic clutch line may be used. Replacement or substitution of the clutch slave cylinder *and clutch master cylinder* is permitted.

**Prepared Category**

#24975 Clarify NOC listings

The PAC would like member feedback regarding the following proposed changes to Appendix A. The changes are intended to prevent vehicles from automatically entering the class that may cause a competitive imbalance.

In Appendix A, D-Prepared:

Alfa Romeo:

Sedan or sports car (NA, RWD, NOC,)

BMW:

Sedan (NA, RWD, NOC)

Volvo:

Sedans (NA, RWD, NOC)

In Appendix A, E-Prepared:

Toyota

Sedans (~~non-turbo~~ NA, FWD, NOC)

Subaru

Sedan (~~non-turbo~~ NA, FWD, NOC)

**Other Items Reviewed**

**General**

#25225, 25227, 25277 Junior Karts at Nationals (various)

Thank you for your input. The SEB, Staff, and Nationals Chairs are looking at various possible ways to increase the administrative efficiency of the event.

#25226 Nationals Registration entry limits

Thank you for your input. The SEB, Staff, and Nationals Chairs are looking at various possible ways to increase the administrative efficiency of the event.

#25233, 25273  2018 Nationals Feedback, Comments (various)

Thank you for your input.  The SEB, Staff, and Nationals Chairs are looking at various possible ways to increase the administrative efficiency of the event.

#25287 SCCA growing participation numbers at Nationals and Safety

Thank you for your input.  The SEB, Staff, and Nationals Chairs are looking at various possible ways to increase the administrative efficiency of the event.

**Street Category**

#25295 Electronic shocks and the basic tenets of Street

Thank you for your input.

#25298 Replacing Electronic Shocks in Street Keep Pan

Thank you for your input.

#25534 BS-DS moves 2019

Thank you for your input. Please see response to 22282 in the October Fastrack.

#25538 Request to class the 2019 Camaros

The 2019 cars will be added to the 2019 Solo rule book.

#25573 E92 M3 Stability

Thank you for your input.

#25610 Input on #23593, 981 Cayman/Boxster S/GTS

Thank you for your input; please refer to item 23593 in the November Fastrack

#25625 Adaptive shocks / Pandora's box

Thank you for your input

#25652 Letter 25206

The 2019 Solo rulebook will be updated to include all model year 2019 cars.

**Street Touring Category**

#25468 Replace STP with another class

Thank you for your input.

**Street Prepared Category**

#25364 Approval for Toyota FT86 and Subaru BRZ

Thank you for your input.

**Prepared Category**

#25107 Proposal #20239

The PAC thanks the member for their input regarding the proposal.

#25612, 25727  Proposed engine swaps in Prepared

Thank you for your input. The PAC has noted that the recommended engine swap allowance has generated a great deal of positive member excitement.

**Modified Category**

#22460 Minimum weight

Thank you for your comments and suggestions; the MAC and SEB have discussed this topic at some length.  The SEB considers it appropriate for the Protest Committee to deal with each situation as it believes necessary, including consideration of aspects

such as scale calibration, margin to the minimum weight, and other circumstances as may apply.

#24770, 24772, 24776 Weighing Cars at Nationals (various)

Thank you for your input. The SEB is examining alternatives for improving the process of weighing cars in the Modified category.

## Not Recommended

### Street Category

#25296 Clarification request on Sunset rule and Celica GT classing

Thank you for your input. The SAC believes there are currently several affordable, competitive options in HS.

#25297 Fiesta ST ineligible for Street due to rollover risk

Thank you for your input.

#25498 Mazda RX-8 move from CS to DS

Thank you for your input. Please see the response to 22282 in the October Fastrack. The SAC believes the RX-8 is appropriately classed.

#25560 17-fastrack-December BS to DS classing question

Thank you for your input. Please see the response to 22282 in the October Fastrack. The 2018 Focus with the front diff was intentionally excluded from the move.

#25589 23593 Moving Porsche Cayman S & GTS

Thank you for your input. The SAC considers many factors besides performance when classing cars.

#25593 Honda S2000 CR Proposed Class Change - 25236

Thank you for your input, the SAC feels the S2000 CR is appropriately classed. The SAC believes that out of production cars with low production volume should not normally be placed into competitive situations. The SAC has been consistent with this policy with other similar packages such as the MX-5 MSR, Solstice ZOK, etc.

#25594 new econ car class

Thank you for your input. The SAC believes that there is not strong membership interest in a class at sub HS speeds.

#25598 Porsche Cayman (non-s), 2 liter 4cylinder from AS to BS

Thank you for your input. The SAC will continue to monitor the performance of the 718 chassis.

#25613 2004 Porsche 996 GT3 move from SS to AS

Thank you for your input. The SAC believes the 996 GT3 is appropriately classed.

#25630 +0.5

Thank you for your input. The SAC believes current wheel rules are adequate and additional width is not in the spirit of the category.

#25651 Move 13-16 Scion FRS (Non-TRD) from DS to GS

Thank you for your input. The SAC believes the FRS and BRZ are appropriately classed.

#25697 Stop the RE71R domination

Thank you for your input. The SAC believes the tire rules are adequate as written.

**Street Touring Category**

#25499 ND2 2020 ST Class Evaluation

Thank you for your input. The STAC does not support update/backdate engine swaps in the Street Touring category.

#25525 Classification request: C4 Corvette (1996, LT-4 engine) in STU

Thank you for your input. The STAC does not believe that the LT4 powered Corvette is appropriate for STU.

#25581 Move 1999-2015 Miata from STR to STX

Thank you for your input. The STAC does not believe that the NB and NC Miatas are appropriate for STX.

**Street Prepared Category**

#25286 Move the ND to CSP

Thank you for your input. The SPAC is closely watching the competitive balance in BSP and will continue to observe over the next season.

**Modified Category**

#24894 Tire options

Thank you for your input. After gathering technical data and looking at event results, the MAC does not feel the Hoosier 16” LC0 merits exclusion from FM at this time.

**Handled Elsewhere**

**General**

#25194, 25238, 25269 Nationals Course Design Confidentiality (various)

Please see the response to 25196 et.al. in the December Fastrack.

#25315 Ladies class v club

Please see the response to item #24941 in the December Fastrack.

**Street Category**

#23211 #20102 Replacing Electronic Shocks

Per the SAC this is addressed by the revised shock absorber rule change proposal.

#25569 Please class the Hyundai Veloster N for 2019

Please see the response to 25470.

#25590 23593 Moving Porsche Cayman S & GTS

Please see the response to 25589.

#25591 Super-Ponies From AS to BS

Please see the response to 22582.

#25592 Super-Ponies From AS to BS

Please see the response to 22582.

#25605 November Fasttrack #22882 - Class 2018 Focus RS

Please see the response to 25560.

#25616 reclassing changes to AS

Please see the response to 22582.

#25622 Support moving Mustang Shelby GT350 and Camaro SS 1LE to B-Street

Please see the response to 22582.

#25627 Please reclass my car.

Please see the response to 25613.

#25656 GT86 Twins to GS

Please see the response to 25651.

#25698 Tire Selection Criteria (Section 13.3)

Please see the response to 25697.

#25699 Relax tire constraint

Please see the response to 25697.

#25700 Regarding moving AWD turbo vehicles into DS

Please see the response to 25534.

**Street Prepared Category**

#25200, 25211, 25212 Street Prepared #23979 Equal rights for Superchargers and Turbos (various)

Thank you for your input. Please see the response to letter #23979 in the November Fastrack.

## Tech Bulletins

**Street Category**

#25718 2016 BMW M4 GTS

Per the SAC, add the following listing to Appendix A:

SS

BMW

*M4 GTS*

#25542 Classing of 2018 STI RA and Series Grey

The SAC will continue to separate out limited edition cars.

Per the SAC, add the following listing to Appendix A:

BS

Subaru

*WRX STi Type RA (2018)*

#25733 Class Tesla Model 3 AWD Performance

Per the SAC, add the following listing to Appendix A:

BS

Tesla

*Model 3 (AWD Performance)(2018)*

#25470 Veloster classing

Per the SAC, add the following listings to Appendix A:

DS

Hyundai

*Veloster N (inc Performance Pack)(2019)*

GS

Hyundai

*Veloster (Turbo)(2019)*

Per the SAC, update the HS listing in Appendix A as follows:

HS

Hyundai

Veloster (non-turbo)*(*2012-17, *2019)*

(Note: there was no 2018 model year for this car.)

#25694 Please class the 2019 STI into DS with the rest of the rally cars

Per the SAC, please add the following listing to class BS in Appendix A:

Subaru

*WRX STi (2019)*

**Street Prepared Category**

#24846 Chevy Sonic to FSP

Per the SPAC, add the following vehicle to class FSP in Appendix A:

Chevrolet

*Sonic (2012-2018)*

#25291 Update listing for R8 and Huracan for latest model years.

Per the SPAC, update the following listings in Appendix A as shown:

SSP

Audi

R8(except GT) (2008-2019)

Lamborghini

Huracan (all) (2014-2019)

#25326 Lotus Evora 400

Per the SPAC, make the following addition in Appendix A:

SSP

Lotus

*Evora 400*

#25580 BMW M2 (except performance addition ZL9) (2016-18) SP

Per the SPAC, make the following addition to Appendix A:

ASP

BMW

*M2 (non-ZL9)*

## CLUB RACING BOARD

CLUB RACING BOARD MINUTES | December 7, 2018

The Club Racing Board met face to face on December 7, 2018. Participating were Jim Wheeler, Chairman; David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Tim Myers, Steve Strickland, Tony Ave, and Pam Richardson, secretary. Also participating were: Marcus Meredith, BoD liaisons; Deanna Flanagan, Director, Road Racing; Eric Prill, Chief Operations Officer, Rick Harris, Road Racing Technical Manager and Scott Schmidt, Road Racing Technical Assistant. The following decisions were made:

**Member Advisory**
None.

**No Action Required**
**GCR**
1. #25659 (Raymond Blethen IV) Intention of Rules
Thank you for your inquiry. Please see the December Fastrack Court of Appeals findings on the Runoffs T4 compliance issue.

2. #25720 (Mark Smith) Request to Clarify
Thank you for your request. The current language is adequate as written.

**GT1**
1. #25824 (Jason Morris) Request to Clarify Audi R8 Lifespan
Thank you for your request. There is no sunset date as long as someone continues to race that car.

**IT General**
1. #25661 (Raymond Blethen IV) Street Tire Rules in Rain Races
Thank you for your insights.

**Strategic**
1. #25372 (Michael Langlinais) Future of Club Racing
Thank you for your letter. SCCA acknowledges challenges in the changing marketplace and is developing ways to uniquely capture the new motorsports enthusiast while respecting the heritage and continued successes of its road racing program.

2. #25644 (Andrew Wickline) Request Survey for Change of Runoffs Schedule for 2019
Thank you for your letter. Staff is working on a driver survey to be sent in December to collect feedback on a number of subjects.

**T2**
1. #25960 (Matt Jensen) Request for BMW E9X Race Toe Link Option on E92 BMW
Thank you for your request. Adjustable toe links are already permitted. Refer to section 5. Suspension.

**T2-T4**
1. #25655 (Scotty B White) Reasons to Balance BOP to the Front of the Existing Grid
Thank you for your informative letter, it was taken under consideration and generated good discussions within the committee.

**T4**
1. #25923 (DAVID MEAD) Addendum to Letter 25922 RX8 Classification/Weight
Thank you for your letter. Please see the response to letter #25922.

**Not Recommended**
AS

1. #25669 (Drew Cattell) Review data - Allow Aluminum Flywheel - RP CTS-V
Thank you for your request. Data indicates this car is competitive as classified.

2. #25670 (Drew Cattell) Request to Allow Lexan Front Windshield - RP CTS-V
Thank you for your request. Most, if not all, AS cars are front heavy and produce similar percentages as the Cadillac. The Club Racing Board has no current plans to enable Lexan windshields for all, or for a single car.

3. #25671 (Drew Cattell) Review data - Allow Cold Air Intake - RP CTS-V LS2 and LS6
Thank you for your request. Data indicates this car is competitive as classed.

4. #25672 (Drew Cattell) Review data - Allow Aftermarket Cam for RP CTS-V
Thank you for your request. Data indicates this car is competitive as classed.

5. #25691 (David Mead) Request to Allow Solid Axle Cars to Replace OEM Rear Control Arms
Thank you for your request. OEM rear control arms and their OEM stock mounting locations have been requirements since the inception of the class. The CRB has no plans to change this.

**B-Spec**
1. #24108 (Joseph Gersch) Request Weight Reduction for Mazda 2
Thank you for your request. The CRB Committee does not recommend this change at this time.

2. #24200 (Kyle Keenan) Request to Allow Aftermarket Radiators
Thank you for your request. The CRB does not recommended at this time.

3. #25604 (G. Brian Metcalf) Update to Letter 25571 As Per B-Spec Advisory Committee Request
Thank you for your letter. Please see the response to letter #25708.

4. #25708 (Kent Carter) Request Adjustments to Rules for 2019
Thank you for your request. The CRB does not recommend items 1, 2, and 3. Your question about the catalytic converter has been taken care of in letter #26022.
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**F**
1. #25654 (Paul Ravaris) Pro Formula Mazda Run Group
Thank you for your letter. The CRB does not recommend this change.

**FA**
1. #25805 (Matthew Gendron) Request for 6 Speed Transmission
Thank you for your letter. The CRB does not recommend this change.

**FF**
1. #25737 (Henry Elizalde) Request Approval of New Piston for Ford Kent Engine-Std. Bore
Thank you for your letter. The CRB does not recommend this change.

**FV**
1. #25561 (Stevan Davis) FV Spec Tire Requirement Date
Thank you for your letter. After consultation with the FV Ad Hoc committee and the FSRAC, the CRB does not recommend this change.

**P1**
1. #24959 (Jonothan Benefield) Request New Engine Supplier for P1 and P2
Thank you for your letter. The CRB does not recommend this change. Please see the response to letters #25949 and 25950, Technical Bulletin.

2. #25759 (Jim Downing) Request for Competition Adjustment to Help P1/P2 Participation
Thank you for your letter. The CRB does not recommend this change.

**P2**
1. #25257 (Armen Megregian) Restrictor Size for Honda K20 Powered CN Cars in P2
Thank you for your letter. The CRB does not recommend this change. Please see the responses to letters #25777 and #25816, Technical Bulletin.

**GCR**
1. #25490 (Charles Tanck) Request GCR 9.3.28 Identifications and Markings
Thank you for your request. The classes identified all have a single weight for all cars in the class. Creating your requested list will increase the redundancy in the GCR we are trying to reduce.

2. #25514 (Raymond Blethen IV) Request to Add Victory Laps
Thank you for your request. Regions are encouraged to offer victory laps in their schedule now. Mandating Victory Laps for groups that have many individual classes in each group will take away from other groups racing time and cause schedules to run long triggering overtime costs for some regions.

3. #25517 (Chris Current) Request to Make Start Procedures in GCR Match Trans Am
Thank you for your request. There is no need if the current start rules are followed by competitors. Additionally, in multi-class groups your proposal will not work as it prevents position changes on the start for different class cars.

**GT General**
1. #25958 (Matt Jensen) Request to Classify Mercedes Benz AMG in GT3
Thank you for your letter. The CRB does not plan to classify this car in GT3. It is currently classified in GTX.

**GT1**
1. #25853 (Brian Haupt) Request to Run Late Model Body
Thank you for your request. This does not conform to rules regarding the profile of the body as allowed in the GTCS.

**GT2**
1. #24784 (Mike McAleenan) Request Comp. Adj.- BMW E6/46 Weight Reduction for 4.0&4.4L s65
Thank you for your letter. The CRB does not recommend this change as it is competitive as classed.

2. #24785 (Mike McAleenan) Request GT2/ST Wheel Size Use - STO Rules?
Thank you for your input. The CRB does not recommend this change.

3. #25667 (Craig Anderson) Request to Separate Generations of GT2/ST Corvette
Thank you for your request. GT2/ST is a class that allows engines to be raced in a chassis that they may not have been available in from OEM.

4. #25956 (Matt Jensen) Request to Add Porsche 991.1 GT3 Cup TA3 Ruleset to GT2
Thank you for your letter. The car is competitive as classified.

**GT3**
1. #26028 (Armen Megregian) Request for RX7 Turbo/Follow up to letter #25695
Thank you for your request. The 13B rotary has a displacement of 2.6l and is beyond the 2.0l limit for turbo consideration for a GT3 engine.

**GTL**

1. #25550 (Joe Harlan) Qualifying Tires At Runoffs
Thank you for your letter. There is too much a variance in track temperatures and track conditions to add this type of restraint on tire choice.

2. #25582 (Scott Schick) Request for Classification of Mazda MZR 2.0L in GTL
Thank you for your request. Engine displacement is too large for GTL.

3. #26020 (Club Racing Board) Not Recommended Portion of Letter #25754
The below items are not recommended.

Request: FWD can use any type of rear suspension. The CRB does not recommend this change.

Request: Allow for the reduction of the height of the upper leading edge of the roof to bring the body more into line with current GT vehicle body work and help increase straight line speed. The CRB does not recommend, since ALL cars must meet the factory silhouette as described in the GT rule set (GTCS).

Request: Allow for engine updates that include a modern twin cam head such as KAD, Specialty Components or BMW. The CRB does not recommend this change. These cylinder heads have no corporate association to the BMC “A” series engine. It is known that BMW purchased ROVER and produces the BMW MINI but this corporate tie for using a BMW Motorcycle cylinder head is torturous.

**STU**
1. #25725 (Jim Drago) Request to Allow Alternate Turbos
Thank you for your letter. Please select a turbo from the approved list.

2. #25744 (Angelica Sprehe) Turbo Inlet Restrictor Option
Thank you for your request. All turbo cars in STU have a weight based on the inlet size of their turbo. If you would like to run without a TIR, your turbo inlet diameter must be equivalent to a size on the chart. The vehicle base weight would then be the chart weight. Otherwise you must choose a restrictor size from the chart.

**T1**
1. #24917 (Joel Baez) Request to Include Audi TT 1998 - 2006 in T1
The CRB does not recommend this at this time. You are encouraged to select a specific turbo and re-submit if your intent is to build. The CRB cannot select a turbo for you.

2. #25484 (Chad Gilsinger) Request to Re-Consider Classifying the 2017 Acura NSX in T1
Thank you for your request. The cost and potential of this car is beyond the Touring 1 philosophy. The CRB recommends you request adjustments for your GT2 car.

3. #25575 (Michael Pettiford) C6 Corvette GS & Z06 Need Less Restriction
Thank you for your letter. Data shows the car to be competitive. Data also suggests the Corvette OEM aero works well.

4. #25717 (Adrian Wlostowski) Request - Classify Ford Performance 5.2L
Thank you for your request. This motor has too much potential for T1 and is not in line with the T1 philosophy or where T1 is going to progress. The motor may be considered in the future for GT classes.

5. #25784 (David Mead) Request to Add 1995 Merkur Xr4Ti Chassis to 2.3GTDI Spec Line
Thank you for your request. The CRB does not recommend this at this time.

6. #25839 (Shad Huntley) Request to Condense Acura NSX Spec Lines
Thank you for your letter. The CRB does not recommend this. Please see the response to

letter #25687, Technical Bulletin.

**T2**
1. #25793 (William Moore) Request to Change Camaro to 80mm Restrictor
Thank you for your request. Other changes have been made for T2. This vehicle currently has competitive power potential.

**T2-T4**
1. #25007 (Luis Rivera) Request for Remote Oil Lubrication Reservoir for Rotary Engines
Thank you for your letter. The CRB does not recommend this at this time.

2. #25647 (Scotty B White) Ford Mustang Brake Penalty
Thank you for your letter. The CRB does not recommend this. There has been continuity for T1 and T2 for +100lbs additional weight for 380mm brake package upgrades.

**T3**
1. #25646 (Scotty B White) V8 Mustang Conversion
Thank you for your letter. The CRB does not recommend this. These 2 models are on separate spec lines by design. Competitors are reminded they may not update and backdate across spec lines. If a competitor changes from a V6 model to a V8 model, 100 percent of everything on the vehicle must be converted to the spec line model and be compliant with GCR spec line, the manufacture manual and specifications.

2. #25835 (David Mead) Request to Allow T3 05-10 Mustang GT to Alter Spring Rate.
Thank you for your request. The CRB does not recommend this at this time.

3. #25849 (Rob Hines) Nissan 350Z HR & DE Engine Parity
Thank you for your letter. The CRB does not recommend this. Multiple recent changes have been made in T3 class. Please bring the car out with recent changes applied so we can monitor the performance and collect data.

4.. #25928 (David Muramoto) Request for 275 Tire on Nissan 350Z and 370Z
Thank you for your request. The CRB does not recommend this at this time. Recent changes have been made to T3 including weight reductions to both of these models.

**T4**
1. #25355 (Brian Ward) Request to Classify 1994 Miata
Thank you for your letter. The CRB does not recommend this. The car is classified in several other classes.

2. #25367 (Joshua Holsworth) Request to Remove OBD2 Requirement for NB Miata ECU
Thank you for your request. This is against Touring class philosophy.

3. #25526 (Christopher Childs) Request Exhaust Header for 99-05 Miata
Thank you for your request. The CRB does not recommend this at this time.

4. #25620 (Ralph Provitz) Request Shocks for 99-00 Miata
Thank you for your request. The CRB does not recommend this at this time.

5. #25922 (David Mead) Request to Classify Base Model 04-08 RX8 With Base Model Brakes
Thank you for your request. The CRB does not recommend this. The base model is already classed on the spec line and it is not recommended to break it out as a separate spec line.

## Recommended Items

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Club Racing Board. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented

rules. Member input is suggested and encouraged. Please send your comments via the form at www.clubracingboard.com.

**AS**

1. #25673 (Drew Cattell) Cost Savings - Allow OEM 5 Lug Wheel Bearings - RP CTS-V
Thank you for your letter. Effective 1/1/19:

Add to the Notes for the Cadillac CTS-V (04-07) : *Alternate OEM/replacement part 5-lug wheel bearing allowed. SKF bearing p/n BR930081 (or equivalent) rear bearing, used on front and rear positions. Hub pilot may be machined down (up to 3mm) to allow fitment of Camaro SS brake rotors 92245928 (front, 13.9" diameter) and 92245929 (rear,14.3" diameter). Stock CTS-V calipers to be retained.*

2. #26011 (Club Racing Board) Changes for Listed Restricted Preparation Cars
These items are the portions of 24929 and 24930 that remain approved by the BOD in their August meeting.

Add to the specification lines Notes for the Chevrolet/Ponitac Camaro and Firebird (93-97) and (98-02) Restricted Prep. Cars: *May use 9.1.6.D.1.l.1. Flywheel/Clutch.*

Add to the Notes for the Restricted Prep. Ford Mustang Cobra and GT (96-98) 4.6L V8: *May use Trick Flow Engine Kit TFS-K519-390-375. May use 9.1.6.D.1.l.1. Flywheel/Clutch and 9.1.6.D.3.a.1.*

Add to the Notes for the Restricted Prep. Ford Mustang Cobra (99-02) 4.6L V8: *May use Trick Flow Engine Kit TFS-K519-390-375. May use 9.1.6.D.1.l.1. Flywheel/Clutch and 9.1.6.D.3.a.1.*

Add to the Notes for the Restricted Prep. Ford Mustang GT (99-04) 4.6L V8*: May use Trick Flow Engine Kit TFS-K519-390-375. May use 9.1.6.D.1.l.1. Flywheel/Clutch and 9.1.6.D.3.a.1.*

Add to the Notes for the Restricted Prep. Ford Mustang Mach 1 (03-04) 4.6L V8: *May use Trick Flow Engine Kit TFS-K519-390-375. May use 9.1.6.D.1.l.1. Flywheel/Clutch and 9.1.6.D.3.a.1.*

Add to the Notes for the Restricted Prep. Ford Mustang Coupe GT (05-10) 4.6L V8: *May use Trick Flow Engine Kit TFS-K519-390-375. May use 9.1.6.D.1.l.1. Flywheel/Clutch and 9.1.6.D.3.a.1.*

**FB**

1. #25823 (Formula/Sports Racing Committee) Discontinue F1000 as an Independent U.S. Majors Class
Effective 1/1/2020, remove GCR section 9.1.1.G in its entirety in connection with incorporation of F1000 cars into the FA class.

**Table 2**

| Car | Engine | Wheel Width (in) ± .060 | Aero | Transmission | Weight | Notes |
|---|---|---|---|---|---|---|
| *Formula 1000* | *Motorcycle-based 4-cycle up to 1000cc* | *See notes* | *See notes* | *See notes* | *See notes* | *Car must comply with current Formula 1000 (FB) Preparation Rules, except that throttle bodies and ECUs are unrestricted* |

**FST**
1. #25624 (Robert Guhde) Rule Changes for Formula FST
Effective 1/1/19:

In GCR section 9.1.1.H.4.2, make changes as follows:
"Regional, Divisional and/or Race Series Tire Options:

1. Option 1. The spec tire manufactur*er* for Formula First shall be *the FF* Hoosier Tire. Front tires shall be ~~#43130 20.0" x 6.0" – 13" R60 or~~ R60A compound *13 inch*. Rear tires shall *also* be ~~#43302 22.5" x 7.5" – 13" R60 compound or #43307 22.5" x 7.2" x 13"~~ R60A compound *13 inch*.

~~2. Option 2. The spec tire manufacture for Formula First shall be Goodyear Tire. Front tires shall be #807-366-068 3321 20.0" x 6.0" – 13" R600 compound. Rear tires shall be #870-274-068 2015 22.5" x 7.5"– 13" R600 compound.~~

~~3~~*2*. Option ~~3~~*2*. *If a division chooses an alternate spec tire manufacturer for Formula First it* ~~The spec tire manufacture for Formula First~~ shall be *the* American Racer Tire. Front tires shall be 20.0" x 6.0" – 13" 133 compound. Rear tires shall be # 22.5" x 7.5" – 13" 133 compound.

~~4~~*3*. Inter divisional races or special events may choose to allow more than one tire option by listing the options allowed for said event in the event supplemental regulations. *Intermediate tires are not allowed.*

~~3~~*4*. Any tires (brand, size, tread or construction) fitting the 13 x 6 rims may be used when the Chief Steward declares a rain race. *This includes the radial Formula Ford rain tire.*"

In GCR section 9.1.1.H.5.2, make changes as follows:

"Rod weight with bolt and small end bushing: Minimum 560 grams. Rod length, center to center: 5.35" to 5.45". Any *manufacturer's* piston rod may be used that meets the VW dimensional and weight specifications ~~listed~~ herein. *Competitors may use VW or Chevy bearings for rod big end and may modify rods accordingly as long as weight of 560 grams is maintained.*

Piston weight with pin*, clips, and rings*: Minimum 515 grams."

In GCR section 9.1.1.H.5.3.1, make changes as follows:

"Any 1200 or 1600 VW case or exact replica may be used. ~~(~~Aftermarket competition cases that vary in design from the original VW case are not permitted *except for the Auto Linea aluminum VW case, which must meet all other GCR/FST requirements*.~~)~~ *The engine case may be painted as long as casting stampings are visible.*"

**GCR**
1. #25674 (GCR Committee) Control Line Language for the GCR
To be effective 1/1/2019:

Definition of Control Line:

CONTROL LINE (GCR 8.2.) 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 may be aided by suitable automatic or semi-automatic equipment.

Add to GCR 6.10.1. and change reference from Starting Line to Start/Finish Lines
6.10.1. Starting Line for Timing and Scoring

Unless otherwise defined in the Supplemental Regulations, the start*/finish* line is the control line where timing begins*/ends* when crossed by a car. *Per 8.2, 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 may be aided by suitable automatic or semi-automatic equipment.*

**GT2**
1. #26029 (Club Racing Board ) GT-ST Aerodynamic Change
Effective 1/1/2019, change as noted below:

APPENDIX K. 2012 STO GENERAL TECHNICAL REGULATIONS

C. Bodywork

10. Fenders and wheel openings shall remain unmodified. *OEM base model fenders may be flared to allow for tire clearance up to 2". They must maintain the OEM profile and appearance, seamlessly around the wheel arch.* 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

**SM**
1. #24725 (Ralph Provitz) Request for Extended Lower Ball Joints to Align with NASA
Thank you for your request. Effective 1/1/19:

In SM, GCR section 9.1.7.c.3.p, revise and add wording as follows:

"For camber adjustment, *only one of the following may be utilized:*
*1)* Inner suspension bushings, on the front upper control arms, may be replaced with non-metallic offset bushings. The bushings may use metal (inner and/or outer) sleeve(s). Material and design must be the same in all four positions. The control arm may be modified to allow for pinning the bushing to prevent rotation. Spherical bearings are not allowed.
*2) Or, Extended lower ball joints, manufacturer part number BL-ELBJ, with BAUER suspension laser etching (etching MUST be visible on ball joint) may be used in place of stock front lower ball joints.*"

2. #25375 (Jim Drago) Axle cages in SM
Thank you for your letter. Effective 1/1/19:

In SM, GCR section 9.1.7.c.2.i, revise and add wording as follows:

~~"The half-shaft CV Joints shall be an OEM or OEM equivalent part. The internal cage and bearing dimensions are unrestricted. This rule is effective until 12/31/18."~~

"*Rear drive axle assembly consisting of constant velocity Joints (inner and outer), axle shafts, boots and all associated parts that make up a complete drive axle assembly must be an OEM part. All internal component dimensions are un-restricted but must be ferrous material.*"

In SM, GCR section 9.1.7.c, add the wording as follows:

"The use of any painting, coating, plating, or impregnating substance (e.g., anti-friction, thermal barrier, oil shedding coatings, chrome, anodizing, REM, isotropic finishing, etc.) to any internal engine surface, internal transmission, *drive axle assembly* or differential surface, internal or external surfaces of the intake manifold, exhaust manifold or downtube is prohibited."

**STU**
1. #25829 (Super Touring Committee) STU Intake Manifolds
Effective 1/1/19:

Add:
9.1.4.1
B. Engines

3. All cars shall use the installed engine'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.*

2. #25830 (Super Touring Committee) 24504 Amendment

Effective 1/1/19:

Add to 9.1.4.1.A.3.b.: *The wing may be no higher than roof height.*

In 9.1.4.1.A.3.a.: Adjust weight penalty for advanced aero from ~~3%~~ to *5%.*
Change: 9.1.4. Super Touring Category Specifications

**C. Bodywork…**

10. ~~Fenders and wheel openings shall remain unmodified.~~ *OEM base model body fenders may be flared to allow for tire clearance up to 2" with a weight penalty of 1%. They must maintain the OEM profile and appearance, seamlessly around the wheel arch.* 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

**T1**
1. #25500 (Charlie Hayes) Request to Open Diff Choices for Mazda Mx5
Thank you for your request. Effective 1/1/19, Please make the following changes to Touring 1 classifications:

Mazda MX-5 Miata MazdaSpeed

Chassis Notes: *Alternate manufacturer OEM differential housing allowed.*

Mazda MX-5 (06-15)

Chassis Notes: *Alternate manufacturer OEM differential housing allowed.*

2. #25838 (Touring Committee) T1 Spec Line Updates

Effective 1/1/19, emove the following spec lines, cars would be eligible for re-classification in Limited Prep format and considered on a case by case basis:

Acura CL
Aston Martin DB9
Aston Martin GT 4
Aston Martin vantage and N24
Audi R8
Audi S4
BMW 335ci/135i
Chevy Cobalt/Fiero/Solstice/Sky
Dodge SRT4
Dodge Viper 8000 FP
Dodge Viper 8300 FP
Dodge Viper 8400 OEM -40mm
Ferrari 355
Lotus 211/Exige/Elise
Lotus 2-Eleven GT4 Supersport
Maserati Trofeo Light
Mazda RX-7
Mazda RX-8

Mazda RX-7 20B
Mitsubishi DSM 2000 and 2400
Mitsubishi Evo/DSM
Nissan 300zx
Nissan 350/370 5600
Panoz Esperante GTS
Porsche 944
Saleen SR
Scion FR-S

**T2**

1. #25792 (William Moore) Request for 2014 Camaro Sway Bar
Thank you for your request. Effective 1/1/19, in T2, Chevrolet Camaro SS/1LE (10-14), make changes to the Notes as follows:

"*Any swaybar up to 35mm front and rear allowed.*"

2. #25794 (William Moore) Request for Camaro Rear Control/Trailing Arms
Thank you for your request. Effective 1/1/19, please make the following changes in T2: Chevrolet Camaro SS/1LE (10-14), add to the Notes:

*Lower control arms BMR TCA028 and rear trailing arms BMR TCA026.*

**T2-T4**

1. #25680 (Laurie Sheppard) Spherical Bearings/Bushings Introduced By Use of Slotted Adjuster
Please make the following changes to the Touring class rules sections (Effective 1/1/19): Change 9.1.9.2.D.5.a.1:

**5. Suspension**
**a. Suspension Adjustments**

1. **T2-**T4: A maximum of ~~3.0~~ *3.5* degrees of negative chamber is allowed on front and rear suspensions. *Spec line part(s) may not be modified to increase caster and camber.* Strut suspensions may ~~de-camber wheels~~ *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 ~~adjusters~~ *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. ~~Slotted ball joints on A-arms on double wishbone cars may be used for camber adjustment only~~. 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 except for *the specific examples listed in the class rules or vehicle spec line.* ~~adjustable toe links that may serve no purpose other than adjusting toe angle, unless specifically permitted on the vehicle spec line.~~

2. #25752 (Rob Hines) Allow Modification of Drivers Floorpan for Taller Drivers
Thank you for your request. Effective 1/1/19, please make the following change to Touring 2-4:

9.1.9.2.9.d Interior Modifications

*7. The driver's side floor pan may be modified to accommodate larger/taller drivers. All modifications shall be contained between the transmission tunnel, driver's side rocker, rear bulkhead. The modification shall not extend below the factory floor stiffener/frame rail. The steel used in the modification shall be no thinner than .058". All modifications shall be welded in place. This modification shall serve no other purpose other than seating position.*

3. #25976 (Don Knowles) Request to Clarify That Seals and Rings are Free
Thank you for your request. Effective 1/1/19, please make the following changes to the Touring category rules:

9.7.9.2.D.1.i Other Engine Components

*8. Aftermarket, OEM-equivalent piston rings and apex seals are allowed.*

**T3**
1. #25576 (Michael Pettiford) Re-Classify T2 Solstice GXP as Defined in T2 to T3
Thank you for your request. Please make the following changes in Touring 3 (effective 1/1/19):
07-09 Solstice GXP

weight: ~~3250~~ *3200*

Notes: ~~32mm~~ *35mm* TIR required. *Hahn HIC-1150 or Dejon FIC-SSA Intercooler allowed. Maximum spring rate 800 lb/inch for coil over type spring permitted. Any aftermarket 4-piston caliper allowed.*

2. #25804 (David Mead) Request to Combine 99-04 Mustang GT and Mach 1 Spec Lines
Thank you for your request. Combining the spec lines is not recommended. However, effective 1/1/19, please make the following changes to T3:

Ford Mustang Mach I (03-04)

Add to Notes:
*"Steeda 555-2002 rear control arms are allowed. Max spring rate of 900 lbs/in allowed front and rear. Springs may be mounted as a "coil over" configuration. Steeda front sway bar 555-1094 allowed. Energy suspension 4.3140G control arm bushings permitted."*

3. #25890 (Oscar Jackson) Request for S2000 Help
Effective 1/1/19, in T3, Honda S2000 (all) (00-09), make changes to wheel size and Notes as follows:

~~17 x 8.5~~ *17 x 9.0*

"Factory bolt-in roll bar may be removed to facilitate the installation of the required roll cage. Comptech differential housing part #550-040 allowed. ~~Springs and sway bars from~~ 2008 S2000 ~~CR allowed.~~ CR front fascia, rear deck lid, and wing are permitted. Spring rate ~~600~~ *750* lbs/in *F/R* maximum allowed. Updating and backdating of flywheels between engine types is prohibited. 2.2L engine ~~54mm~~ *60mm* flat plate restrictor required. *Any swaybar up to 33mm front, up to 30mm rear allowed.*"

4. #25892 (Oscar Jackson) Request for 370z Spec Line Changes
Thank you for your request. Effective 1/1/19, in T3, Nissan 370Z (09-16) / 370Z NISMO Edition (09-13), add to the Notes as follows:

"*Any swaybar up to 37mm front and up to 30mm rear allowed.*"

5. #25963 (David Mead) Request for Upgrades to 03-04 BMW Z4 Roadster
Thank you for your request. Effective 1/1/19, in T3, BMW Z4 3.0L (03-04), add to final drive and Notes as follows:

3.07 *or 3.46*

"*Springs to 600lb F 650lb R allowed. Swaybars up to 27mm F and up to 24mm R allowed.*"

**T4**
1. #25756 (Club Racing Board ) 2019 Recommended Changes T4
Effective 1/1/19, in T4, Mazda MX-5 / Club Model (06-15), add to the Notes as follows:

"*Allow Mazda header part number 0000-06-5407.*"

In T4, Mazda 3 (14-16), make changes to the spec line as follows:

(14-~~16~~ *18*)

Weight: "~~2800~~ *2900*"

Tire: "~~235~~ *245*"

Notes: "Any spring up to ~~650lb~~ *800lb* front and ~~900lb~~ *1000lb* rear springs may be used. Aftermarket wheels at a min. weight of 15 lbs. each. Cold air intake. Front camber plates. 25mm max rear sway bar allowed. Any year OEM Mazda 3 mirrors allowed. CorkSport rear camber arms (Part# AXM-3-318-10) permitted. Header allowed ~~at 125 lbs~~."

2. #25859 (Dave Kutney) Request for Weight Reduction of Pontiac Solstice
Thank you for your letter. Effective 1/1/19, in T4, Pontiac Solstice / Saturn Sky (06-09), make weight change and add to the Notes as follows:

~~2850~~ *2800*

"*Minimum ride height is 3 inches. Springs up to 600lb (front and rear) allowed.*"

3. #25962 (David Mead) Request for Changes to 2.5 BMW Z4
Thank you for your request. Effective 1/1/19, in T4, BMW Z4 2.5L (03-05), make changes to the weight and the Notes as follows:

~~3145~~ *3100*

"~~The following items must remain stock: shock/struts (including mounts)- unless specified below. Alternate wheel BMW #36-11-1-095-058 16 x 7 is permitted. 50mm flat plate restrictor required.~~ *Any spring up to 600lbs F/R and any sway bar up to 30mm F and up to 25mm R allowed.*"

**Taken Care Of**
**AS**
1. #25360 (Brian Himes) Response to WDYT #25256, Not in Favor
Thank you for your feedback. Please see the response to letter #25256.

2. #25365 (Michael Langlinais) Response to "What Do You Think", Letter #25256
Thank you for your feedback. Please see the response to letter #25256.

3. #25370 (Ted Warning) #25256 (Club Racing Board) The Future of AS
Thank you for your feedback. Please see the response to letter #25256.

4. #25401 (Daniel Richardson) Answers to WDYT in Fastrack October
Thank you for your feedback. Please see the response to letter #25256.

5. #25421 (Nathan Hamlisch) What Do You Think AS 1. #25256 (Club Racing Board)
Thank you for your feedback. Please see the response to letter #25256.

6. #25423 (Jason Smith) Response to 25249 / 24929 / 24930
Thank you for your feedback. Per the instruction of the Board of Directors in their December 2018 meeting, these letters have been returned to the ASAC for review in 2019.

7. #25424 (Jason Smith) Response to Oct 2018 YDYT
Thank you for your feedback. Please see the response to letter #25256.

8. #25427 (Matt Regan) Requested Feedback to Letter #25256
Thank you for your feedback. Please see the response to letter #25256.

9. #25437 (Andy McDermid) Response to WDYT
Thank you for your feedback. Please see the response to letter #25256.

10. #25440 (Timothy White) Response to WDYT #25256
Thank you for your feedback. Please see the response to letter #25256.

11. #25459 (Allison Palitz) Comment on Letter 25256
Thank you for your feedback. Please see the response to letter #25256.

12. #25463 (Edward Hosni) Answers to WDYT Letter #25256
Thank you for your feedback. Please see the response to letter #25256.

13. #25492 (Philip Smith) WDYT Input
Thank you for your feedback. Please see the response to letter #25256.

14. #25521 (Brian Himes) Opposes WDYT #25256
Thank you for your feedback. Please see the response to letter #25256.

15. #25626 (John Grembowski) Answers to WDYT Letter #25256
Thank you for your feedback. Please see the response to letter #25256.

16. #25629 (Chris Majba) RE: #25256 The Future of AS
Thank you for your feedback. Please see the response to letter #25256.

17. #25643 (Andrew Wickline) Thoughts on 25256 Letter
Thank you for your feedback. Please see the response to letter #25256.

18. #25648 (Jay Pistana) Response to #25256 The Future of AS
Thank you for your feedback. Please see the response to letter #25256.

19. #25675 (Matt Regan) Opposes Gear Ratio Proposals
Thank you for your feedback. Per the instruction of the Board of Directors in their December 2018 meeting, these letters have been returned to the ASAC for review in 2019.

20. #25678 (Drew Cattell) Response to #25256: Should AS Full Prep Go to a Larger Wheel?
Thank you for your feedback. Please see the response to letter #25256.

21. #25679 (Drew Cattell) Response to #25256: Should AS Full Prep Go to Larger Brakes
Thank you for your feedback. Please see the response to letter #25256.

22. #25712 (Drew Cattell) Response to #25256: Should AS Have a Spec Tire to Lower Costs?
Thank you for your feedback. Please see the response to letter #25256.

23. #25713 (Drew Cattell) Response to #25256 - T2 cars in AS - Yes, No Rule Change
Thank you for your feedback. Please see the response to letter #25256.

24. #25714 (Drew Cattell) Response to #25256: Should AS Allow Aero Devices - NO
Thank you for your feedback. Please see the response to letter #25256.

25. #25715 (Drew Cattell) Response to #25256: Why I Don’t Race More - Cost & Prep Time
Thank you for your feedback. Please see the response to letter #25256.

26. #25743 (Drew Cattell) Opposed to More Open Transmission Rules
Thank you for your feedback. Per the instruction of the Board of Directors in their December 2018 meeting,
these letters have been returned to the ASAC for review in 2019.

27. #25882 (Matthew Long) Response to WDYT Letter #25256
Thank you for your letter. Please see the response to letter #25256.

28. #25883 (Matthew Long) Response to Letters #25249 and #25274
Thank you for your feedback. Per the instruction of the Board of Directors in their December 2018 meeting, these letters have been returned to the ASAC for review in 2019.

**B-Spec**
1. #25571 (G. Brian Metcalf) Request for Affordable Manifold/Catalytic Converter Option
Thank you for your request. Please see the response to letter #25708.

**FF**
1. #25872 (Mark Mervich) Support for Pistons and Request for Valves
Thank you for your letter. Please see the response to letter #25737. If you have a proposal regarding alternate valves for the Kent engine, please submit a request and the CRB will consider it.

**FB**
1. #25981 (Jerry Hodges) Throttle Bodies and ECU Must Match Make and Year of Engine
Thank you for your letter. Please see the response to letter #25611, Technical Bulletin.

2. #25982 (Joel Haas) Request to Address Frankenstein Engines in FB
Thank you for your letter. Please see the response to letter #25611, Technical Bulletin.

3. #26009 (Dustin Hodges) Support for Letter #25981 - Throttle Body Must Match Engine
Thank you for your letter. Please see the response to letter #25611, Technical Bulletin.

4. #26012 (Robert Harris) Support for Letter #25981
Thank you for your letter. Please see the response to letter #25611, Technical Bulletin.

5. #26044 (Thomas Copeland) Support for Letter #25981
Thank you for your letter. Please see the response to letter #25611, Technical Bulletin.

6. #26048 (Jeremy Hill) Request to Clarify Throttle Bodies and ECU
Thank you for your letter. Please see the response to letter #25611, Technical Bulletin.

**P1**
1. #25578 (Jim Devenport) FIA Certificate for Honda K20
Thank you for your letter. The CRB does not recommend this change. Please see the response to letter 25949, Technical Bulletin.

**P2**
1. #25404 (Armen Megregian) Follow Up to 25257, Restrictor Size for P2 Honda K20
Thank you for your letter. Please see the responses to letter #25257, and letters #25777 and #25816, Technical Bulletin.

2. #25566 (Armen Megregian) Request to Rescind the 55mm Restrictor Requirement
Thank you for your letter. Please see the responses to letter #25257, and letters #25777 and #25816, Technical Bulletin.

3. #25701 (Bill Crowley) Request To Rescind 55mm Flat Plate Restrictor for FIA CN cars
Thank you for your letter. Please see the responses to letter #25257, and letters #25777 and #25816, Technical Bulletin.

4. #25918 (George Dean) Request for Larger Displacement Engines in Spec Line Cars
Thank you for your letter. Please see the response to letter #25595, Technical Bulletin.

5. #25933 (John Bosso) Request to Add Suzuki Hayabusa 1340 to P2 Spec Line Cars
Thank you for your letter. Please see the response to letter #25595, Technical Bulletin.

**GCR**
1. #25603 (Jennifer Paradis) Supports Letter #25080 (SCCA Staff) Clarify Wording in GCR 3.5.1.
Thank you for your review and support of letter #25080 in the November Fastrack Minutes.

**GT General**
1. #23944 (Scotty B White) Request to Classify 2016+ Shelby 5.2 350GTR
Thank you for your request. Please see the response to letter #21466, Technical Bulletin.

2. #25957 (Matt Jensen) Request to Classify Ferrari 488 Challenge Car
Thank you for your request. This car is being classified in GTX in letter #26034, Technical Bulletin.

**Strategic**
1. #25305 (Marcus Merideth) Program Stucture
Thank you for your letter. The CRB and Executive Stewards will work closely together in 2019 to evaluate the program structure.

**T1**
1. #24303 (Craig Anderson) Request to Class 997.2 Carrera 3.8L Engine w/PDK Trans in T1
Thank you for your letter. Please see the response to letter #25668.

2. #25475 (Chris Childs) Response to Letter 25290
Thank you for your request. Please see the response to letter #25341, Technical Bulletin.

3. #25555 (Sean Reilly) Request to Clarify 9.1.9.1(N) 5
Thank you for your letter. Please see the response to letter #25556.

4. #25807 (David Woodle) Request to Classify Ford FP 350s
Thank you for your request. Please see the response to letter #25341, Technical Bulletin.

5. #25926 (Tom Dewitt) Request to Classify Ford FP350S Mustang
Thank you for your request. This car was classified in letter #25341, Technical Bulletin.

6. #25927 (Tom Dewitt) Request to Add Ford Performance 5.2L Crate Engine
Thank you for your request. The CRB/TAC are working on kits to upgrade existing Mustangs to the FP350S motor. The second part of your request is not recommended, please see the response to letter #25717.

**T2**
1. #25609 (Troy Ermish) Request to Re-Classify SMG/T2 Mustang to T3
Thank you for your letter. Please see the response to letter #25541, WDYT..

2. #25641 (Andrew Wickline) Request for Mustang S550 parity among vehicles
Thank you for your letter. Please see the response to letter #25704, December 2018 Technical Bulletin for recent changes. The CRB would like to collect additional data on the S550 Mustang for possible further changes.

3. #25645 (Igor Gandzjuk) Request to Move SMG to T3
Thank you for your letter. Please see the response to letter #25541, WDYT..

4. #25736 (Michael Lavigne) Performance Adjustment for 2011 Mustang
Thank you for your letter. Please see the response to letter #25704 for 2019 T2 changes, December 2018 Fastrack Technical Bulletin.

**T2-T4**
1. #24215 (Touring Committee) Define Eccentricity of Bushings and/or Material
Thank you for your letter. Please see the response to letter #25680.

2. #25631 (Roger Eagleton) Request to Move Spec Mustang (SMG) to T3
Thank you for your letter. Please see the response to letter #25541, WDYT..

3. #25650 (Harley Kaplan) Observations of and Request for T2
Thank you for your letter. Please see the response to letter #25704, December 2018 Technical Bulletin for T2 changes for 2019.

4. #25657 (Don Van Nortwick) Request to Allow Nor Cal SMG Mustang Class to Run in T3
Thank you for your letter. Please see the response to letter #25541, WDYT..

5. #25686 (David Mead) Request to Clean Up language In Touring Suspension Rule
Thank you for your letter. The overwhelming response was in favor of 3.5 degrees of camber. This was recommended in letter #25680 and clarifying language was also added.

**T3**
1. #24762 (Vincent Piemonte) Request for Parity Mustang Coupe GT/Shelby GT/Cal. Special(05-10)
Thank you for your letter. Please see the response to letter #25772, December 2018 Fastrack Technical Bulletin.

2. #24870 (Ali Salih) Request to Review T3 Minimum Weights
Thank you for your letter. Please see the response to letter #25772, December 2018 Fastrack Technical Bulletin.

3. #25436 (Touring Committee) Update GCR With Current SE46 Rules
Thank you for your letter. Please see the response to letter #25722.

4. #25601 (Scotty B White) Request for Parity in T3
Thank you for your letter. Please see the response to letter #25772, December 2018 Fastrack Technical Bulletin.

5. #25632 (David Muramoto) Request For Competition Adjustments On Nissan 350Z HR
Thank you for your letter. Please see the response to letter #25772, December 2018 Fastrack Technical Bulletin.

6. #25634 (David Ray) Support for SMG in T3
Thank you for your letter. Please see the response to letter #25541, WDYT.

7. #25635 (Michael Lowe) Supports SMG Mustang In T3
Thank you for your letter. Please see the response to letter #25541, WDYT.

8. #25636 (Jason Ott) BMW Z4M Coupe Restrictor and Weight
Thank you for your letter. Please see the response to letter #25772, December 2018 Fastrack Technical Bulletin.

9. #25640 (Derek Kulach) Request For 350Z Parity
Thank you for your letter. Please see the response to letter #25772, December 2018 Technical Bulletin.

10. #25642 (Addison Lee) Request to Move SMG to T3
Thank you for your letter. Please see the response to letter #25541, WDYT.

11. #25676 (Russ Peterson DVM) Support for Moving SMG from T2 to T3

Thank you for your letter. Please see the response to letter #25541, WDYT.

12. #25702 (Rob Hines) Help for 350Z HR Engine in T3
Thank you for your letter. Please see the response to letter #25772, December 2018 Fastrack Technical Bulletin.

13. #25764 (Jeremy Cuthbertson) Request to Move SMG to T3
Thank you for your letter. Please see the response to letter #25541, WDYT.

14. #25869 (Touring Committee) E/O Fix Toyota 86/FRS/BRZ - T3
Thank you for your letter. Please see the response to letter #25888, Technical Bulletin.

15. #25891 (Oscar Jackson) Request to Lower 370Z Weight
Thank you for your letter. The CRB does not recommend this change. Please see letter #25803, Technical Bulletin, for additional T3 changes.

**T4**
1. #24891 (Joshua Smith) Request to Allow Mazda Header on NC MX-5
Thank you for your letter. Please see the response to letter #25756.

2. #24892 (Joshua Smith) Request to Adjust T4 Class Weights
Thank you for your letter. Please see the response to letter #25751, December 2018 Fastrack Technical Bulletin.

3. #25527 (Christopher Childs) Request to Remove Restrictor for the 05-10 Mustang
Thank you for your letter. Please see the response to letter #25751, December 2018 Fastrack Technical Bulletin.

4. #25528 (Christopher Childs) Request Non-Adjustable Shock for the 99-00 Miata
Thank you for your letter. Please see the response to letter #25751, December 2018 Fastrack Technical Bulletin.

5. #25531 (Mark McCaughey) Request to Not Slow Down the 2017+ Toyota 86
Thank you for your letter. Please see the response to letter #25751, December 2018 Fastrack Technical Bulletin.

6. #25536 (Derrick Ambrose) Request For Spring Rate Change On 2014-2016 Mazda 3
Thank you for your letter. Please see the response to letter #25751, December 2018 Fastrack Technical Bulletin.

7. #25537 (Derrick Ambrose) Expand 2014-2016 Mazda 3 Spec Line to Include 2017-2018
Thank you for your letter. Please see the response to letter #25751, December 2018 Fastrack Technical Bulletin.

8. #25596 (Scotty B White) Request for Ford Mustang BoP
Thank you for your letter. Please see the response to letter #25751, December 2018 Fastrack Technical Bulletin.

9. #25663 (Raymond Blethen IV) Request to Remove Spec Line Allowances for Scion FR-S
Thank you for your letter. Please see the response to letter #25751, December 2018 Fastrack Technical Bulletin.

10. #25664 (Raymond Blethen IV) Request to Remove Subaru BRZ Spec Line Allowances
Thank you for your letter. Please see the response to letter #25751, December 2018 Fastrack Technical Bulletin.

11. #25665 (Raymond Blethen IV) Request to Increase Weight of Scion FRS

Thank you for your letter. Please see the response to letter #25751, December 2018 Fastrack Technical Bulletin.

12. #25666 (Raymond Blethen IV) Request to Increase Weight of Subaru BRZ
Thank you for your letter. Please see the response to letter #25751, December 2018 Fastrack Technical Bulletin.

13. #25688 (David Mead) Request for Mustang V6 Help
Thank you for your letter. Please see the response to letter #25751, December 2018 Fastrack Technical Bulletin.

14. #25689 (David Mead) Request Help for 2014-2017 BMW 320i
Thank you for your letter. Please see the response to letter #25751, December 2018 Fastrack Technical Bulletin.

15. #25690 (David Mead) Request to Remove 245 Allowance for FRS/BRZ/86
Thank you for your letter. Please see the response to letter #25751, December 2018 Fastrack Technical Bulletin.

16. #25732 (Josh Smith) Reference Letter #:24891 MX5 Header
Thank you for your letter. Please see the response to letter #25756.

17. #25745 (James Ebben) Equality of T4 Cars, Especially BRZ/FRS
Thank you for your letter. Please see the response to letter #25751, December 2018 Fastrack Technical Bulletin.

**What Do You Think**
**AS**
1. #25256 (Club Racing Board ) The Future of AS
The CRB has been researching ideas to increase participation in AS and would like your feedback on the below questions regarding American Sedan. No decisions have been made, as the CRB is truly interested in your perspective. The below items would never be implemented all at once, but are truly intended to gain the pulse of the community in terms of potential change for the future. Please provide your feedback through the letter log system, crbscca.com. Note that all BOP would be based on data and the responsibility of the CRB.

**The results of this WDYT are shown below. There were 18 that responded; however, not every letter answered every question. The CRB thanks each author who contributed a letter.**

1. Are you interested in AS moving to an FI option for every AS car? Yes: 5; No: 12

2. Should AS Full Prep go to a larger wheel? If so, what size? Yes: 3; No: 14

3. Should AS Full Prep go to larger diameter brake rotors? If so, what size? Yes: 2; No: 14

4. Should AS have a spec tire to lower costs? If so, R-type compound? 100 Treadwear? 200 Treadwear? Yes: 9; No: 8 Note: Most “YES” responses were for the harder compound “R” tire.

5. Should AS allow more aerodynamics devices? If so, what would you recommend? Yes: 1; No: 14

6. Should AS allow the participation of T2 pony cars (same years as AS) into the class? If so, should they come in “as is” or have changes such as ABS disabled, restrictor size changes, or weight changes? Yes: 11; No: 7 with the caveat that they must disconnect their ABS (as AS cars currently do) and they must come in heavier and with smaller restrictors until data defines

BOP with other AS cars.

7. Former AS drivers: Why do you not race anymore? What kinds of things would entice you to return? The CRB thanks all respondents for their feedback which will be used as guidance in the future.

8. Potential new AS drivers: What kinds of priorities are important for you to come into the class? The CRB thanks all respondents for their feedback which will be used as guidance in the future.

2. #25460 (David Mead) Request S197 Mustang to Install 5.0 LP Coyote Engine
The Club Racing Board seeks your feedback on whether or not all 2005-2010 Restricted Prep. Mustangs listed in AS specification lines should be permitted to install the 2011-2014 Restricted Prep. Coyote engine. If so, the 2005-2010 chassis cars would be required to follow all BOP adjustments as the 2011-2014, such as, but not limited to, weight, restrictor, etc.

No decision has been made. Please send your feedback through the CRB letter log system at crbscca.com.

**GTL**
1. #25986 (Bryan Scheible) Request to Classify VW Fun Cup Beetle
Thank you for your request. The CRB seeks your feedback on classifying this car in GTL.
Please provide your feedback through crbscca.com.

**IT General**
1. #25828 (Improved Touring Committee) Open IT brake calipers
The CRB is seeking your feedback on the following:
Allow any brake caliper up to 4 pistons to be used on any car in the ITCS. Brake master cylinder and rotors would remain stock.

This is to take advantage of the availability and relatively low cost of pads as well as address stock component shortages without introducing a significant change to the balance of competition.
Please provide your feedback through crbscca.com.

**T3**
1. #25541 (David Ray) Request to Move SMG to T3 - and/or National Class
The CRB is soliciting feedback from current T3 competitors to dual classify the as currently classified T2 SMG (Spec Mustang) at the appropriate weight and restrictor, into the T3 class.
Please provide your feedback through crbssca.com.

**T4**
1. #25796 (Lansing Stout) T4 Open Shocks to Single Adjustable?
The CRB is seeking your feedback on the following:
Should the Touring 4 class rules strike the requirement for non-adjustable shocks and allow any single adjustable shock?
Please send your comments through crbssca.com.

**RESUMES**
1. #25940 (John Weisberg Racing) Application to ST Committee
John Weisberg has been added to the STAC.

## TECH BULLETIN

DATE: December 20, 2018
NUMBER: TB 19-01
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 1/1/2019 unless otherwise noted.

**American Sedan**
**None.**

**B-Spec**
1. #25216 (Michael Ogren) Request to classify Canadian Nissan Micra Cup cars
In B-Spec, classify the Canadian Nissan Micra Cup Car as follows:

| | Bore x Stroke(mm) | | Gear | | Brakes | | Notes: |
|---|---|---|---|---|---|---|---|
| *Canadian Nissan Micra Cup Cars* | *78.0 x 83.6 1598* | *2450* | *3.73, 2.05, 1.39, 1.03, .089* | *4.07* | *(F) 10.2 x 0.87 (R) 8.0 drum* | *2410* | *Suspension kit for the Micra Cup Series allowed.* |

In B-Spec, GCR section 9.1.10.B, add wording as follows:
"Only those cars listed each year are eligible to compete. Cars classified will be approved by EPA and DOT for sale in the United States *and by Environment Canada for sale in Canada*."

2. #25483 (Derrick Ambrose) Request updated Toyota Yaris Spec Lines
In B-Spec, classify the Toyota Yaris (12-18) as follows:

| | Bore x Stroke(mm) | | Gear | | Brakes | | Notes: |
|---|---|---|---|---|---|---|---|
| *Toyota Yaris (12-18)* | *74.9 x 84.6 1491* | *98.8* | *3.55, 1.90, 1.31, 0.97, 0.82* | *3.72* | *(F) 10.0 (R) 7.9 drum* | *2400* | *Bilstein B14 47-237834 kit is allowed. Rear Swaybar PTR11-52071 is allowed. Cold air intake K&N 69-8612TFK is allowed.* |

3. #26022 (B-Spec Committee) Update wording of exhaust
In GCR section 9.1.10.E.27, make changes and add wording as follows.
"*OEM or exact replacement catalysts are permitted.* Any part of the exhaust system beyond the *primary* catalytic converter(s) may be replaced provided:
*D. All oxygen sensors must be intact and in stock location.*
*E. Primary catalytic converter may not be modified in any way.*"

## Formula/Sports Racing

### FA

1. #25611 (Stan Clayton) Request to merge FB into FA
In FA Table 2, add a new spec line as follows:

| Table 2 | | | | | | |
|---|---|---|---|---|---|---|
| **Car** | **Engine** | **Wheel Width (in) ± .060** | **Aero** | **Transmission** | **Weight** | **Notes** |
| *Formula 1000* | *Motorcycle-based 4-cycle up to 1000cc* | *See notes* | *See notes* | *See notes* | *See notes* | *Car must comply with December 2018 GCR Formula 1000 (FB) Preparation Rules, except that throttle bodies and ECUs are unrestricted* |

Note from CRB: This car is being classified into FA in conjunction with the elimination of FB effective 1/1/2020. See letter 25823 in the January BoD Minutes.

### FC

1. #25809 (Formula/Sports Racing Committee) Correct Wiseco piston and connecting rod assembly E&O
In GCR section 9.1.1.B.15.f.6, make the following correction:
"Wiseco piston P/N WD-06526 as supplied by Quicksilver with rings, pin, Crower connecting rod P/N SP93235B-4 (with bolts), but without bearings: Minimum permitted weight: ~~555~~ *976* grams."

### P1

1. #25877 (Formula/Sports Racing Committee) Remove redundant inlet restrictor provisions
In GCR section 9.1.8.C.J.2, make changes as follows:
"Where a carburetor or fuel injection restriction is specified, a flat plate restrictor, venturi, *or* SIR ~~or TIR~~ is required through which all intake air for each cylinder or the entire fuel-air mixture, if prepared before this point, shall pass.
SIR ~~and TIR~~ installations are per the Technical Glossary requirements. Where intake restrictors (excluding SIR~~ and TIR~~) are specified, the restrictors shall be round orifices (unless otherwise specified) and located within four (4) inches of the throttle butterfly."
Delete GCR section 9.1.8.C.J.10 in its entirety and re-number as appropriate:
"~~On turbocharged and supercharged engines, only one turbocharger or supercharger unit shall be used, and all air shall pass through a single inlet restrictor.~~"

2. #25949 (Formula/Sports Racing Committee) Clarify Honda K20A-FD2 parts requirement
In P1 Engine Table, Group CN-spec Honda K20A-FD2 line, change the notes as follows:
"No engine modifications except for dry sump oil system, ECU mapping, and exhaust system. Must use stock Honda OEM parts *as listed in CN Honda K20A-FD2 Parts List found here: https://www.scca.com/pages/technical-forms-and-downloads.* ~~with n~~*N*o machining allowed."

3. #25966 (Formula/Sports Racing Committee) Correct GCR section 9.1.8.C.J errors
In GCR section 9.1.8.C.J, make corrections as follows:
"Generally applicable information for P1 engines ~~and automobile weights are~~ *is* given in the following paragraphs. The table (P1 Engine Table) that follows provides general specification of engine types, displacement limits, ~~head designs,~~ intake restrictions*,* and automobile weights allowed."

**P2**

1. #25595 (Paul Decker) Request to Allow 1345cc Hayabusa Engines for Spec Line P2 Cars
In P2, Table 1 (Spec Line Cars), add engines as follows:

| Marque | Wheelbase inches max/ Track Max inches | Weight Displacement | Engine | Restrictor | Notes |
|---|---|---|---|---|---|
| AMAC, Asteck, Cheetah, Decker, Fox, LeGrand, Converted F5 cars see notes | 94/54 | Stock Engine 950lb 1005cc max | P2 Engine Table B.1 | 37mm | Minimum width 55 inches. Must meet all P2 requirements except the following: Wings up to 16.5in cord of single or dual element; unrestricted end plate on end mounted wings. Converted F5 cars must meet all P2 non-spec line requirements except Minimum width is 55 inches. |
| | | | P2 Engine Table B.2 | Not required | |
| | | | P2 Engine Table B.3 | 39mm | |
| | | Modified Engine 1025lb 1005cc max | P2 Engine Table B.1 | 38mm | |
| | | | P2 Engine Table B.2 | Not required | |
| | | | P2 Engine Table B.3 | 40mm | |
| | | *Stock Engine 1050lb 1345cc max* | *P2 Engine Table B.5* | *30mm* | |
| AMAC-AM5, Fox-2 Seater, Zephyrus, Decker 1/2 | 94/54 | Stock Engine 900lb 1005cc max | P2 Engine Table B.1 | 36.5mm | Minimum width 55 inches. Must meet all P2 requirements except the following: Wings up to 16.5in cord of single or dual element; unrestricted end plate on end mounted wings. Decker 1/2: minimum width 52 inches. AMAC-AM5: minimum width 54 inches. |
| | | | P2 Engine Table B.2 | Not required | |
| | | | P2 Engine Table B.3 | 38.5mm | |
| | | Modified Engine 950lb 1005cc max | P2 Engine Table B.1 | 37mm | |
| | | | P2 Engine Table B.2 | Not required | |
| | | | P2 Engine Table B.3 | 39mm | |
| | | *Stock Engine 1050lb 1345cc max* | *P2 Engine Table B.5* | *30mm* | |

The CRB will continue to monitor class performance and reserves the right to make adjustments to restrictor size, minimum weight, and/or aerodynamic specifications at any time.

2. #25777 (Formula/Sports Racing Committee) Change Engine Table Lines B.1 & B.5 restrictors and min. weight
In the P2 Engine Table, effective 3/1/2019, make changes as follows:
Line B.1, stock engine:
Restrictor: ~~36.5mm~~ *35.0mm*
Weight: ~~1000~~ *1025*
Line B.1, modified engine:
Restrictor: ~~37.5mm~~ *34.0mm*
Weight: ~~1100~~ *1125*
Line B.5:
Restrictor: ~~37.5mm~~ *33.0mm*
Weight: ~~1160~~ *1185*
Note from the CRB:
When the P1 and P2 classes were inaugurated in 2014, they were intended to occupy different spheres of competition, with P1 conceived as the premier class promoting advanced technology and innovation, and P2 envisioned as a lower-cost alternative through restrictions on chassis materials, engine power, and vehicle aerodynamics, but the contrasting class philosophies have not translated into the expected difference in lap times. Despite making various adjustments to specifications over the past five seasons, the front-running P2 cars

remain capable of producing lap times that to most observers are essentially indistinguishable from the lap times of P1 cars. Accordingly, effective March 1, 2019, additional changes are being made to the leading P2 platforms to achieve an appropriate lap-time gap between the P1 and P2 classes, while leaving the specifications of the P2 spec line cars unchanged to promote more equal competition between the different types of P2 cars. The CRB will continue to monitor class performance and make further adjustments as necessary.

3. #25816 (Formula/Sports Racing Committee) Change CN inlet restrictor implementation date
In P2 Engine Table, Line E, change the notes as follows:
"Approved engines list: MZR/Duratec, Honda K20A-FD2, Ford Zetec Pinto. For Pinto see line E, note 2 below. Group CN non-composite chassis with stock Honda K20A-FD2 may must use stock Honda intake manifold with 64mm single throttle body with 55mm flat plate intake restrictor at 1500 lbs. minimum weight (restrictor implementation effective ~~1/1/2019~~ *3/1/2019*)."
In P2 Table 1, FIA Group CN non-composite chassis line, change the restrictor as follows:
"Stock 64mm single throttle body with 55mm flat plate restrictor (restrictor implementation effective ~~1/1/2019~~ *3/1/2019*)."

4. #25950 (Formula/Sports Racing Committee) Clarify Honda K20A-FD2 parts requirement
In P2 Engine Table, Line E, change the notes as follows:
"Approved engines list: MZR/Duratec, HondaK 20A-FD2, Ford Zetec Pinto. For Pinto see line E, note 2 below. Group CN non-composite chassis with stock Honda K20A-FD2 ~~may~~ must use stock Honda intake manifold with 64mm single throttle body with 55mm flat plate intake restrictor at 1500 lbs. minimum weight (restrictor implementation effective 1/1/2019). *No engine modifications except for dry sump oil system, ECU mapping, and exhaust system. Must use stock Honda OEM parts as listed in CN Honda K20A-FD2 Parts List found here: https://www.scca.com/pages/technical-forms-and-downloads No machining allowed.*"

**GCR**
**GCR**
1. #25618 (Tim Myers) No Laptops Hooked Up to Cars in Post Race Tech/Runoffs Tech
In GCR section 5.9.3.A, add wording as follows:
"*1. During impound activities, cars are not allowed to be worked on or touched by anyone unless directed by a tech official.*"

2. #25937 (SCCA Staff) Request to add B-Spec to GCR section 9.3.10
In GCR section 9.3.10., add new wording as follows:
"Shall be pedal-operated, working directly on each wheel, and in good working order. Rolling brake tests are prohibited. ABS or Anti-lock braking systems are not allowed except in Touring, *B-Spec, GT1-ST, GT2-ST, GTX* ~~and~~ Super Touring~~.~~ *or where specified in individual class rules or spec line.* To satisfy this rule, the ABS shall be disabled by removing or all of the wheel sensors."

3. #25978 (SCCA Staff) Add Verbiage to T&S section for consistency
In GCR section 5.10.4.B.3, between the first and second paragraph add new wording as follows:
"*All drivers listed on the final race results shall be consistent with the numbers included in the event audit.*"

## Grand Touring
## GT General

1. #26034 (Club Racing Board ) GTX Homologation table update
In GTX, FIA GT3, classify the Audi R8, BMW Z4, and Ferrari 488 Challenge as follows:

# FIA GT3 -

| Make | Homologation | Model | Restrictor mm | Weight (lbs) | Notes |
|---|---|---|---|---|---|
| *Acura* | *GT3- 047* | *NSX* | *(2) 35 TIR* | *3015* | |
| *Aston Martin* | *GT3-O32* | *Vantage* | *(2) 41.5* | *2980* | |
| *Audi* | *GT3-017* | *R8* | *(2) 40 TIR* | *2900* | |
| *Audi* | *GT3-038* | *R8 LMS* | *(2) 39 TIR* | *2980* | |
| *Bentley* | *GT3-035* | *Continental* | *(2) 38 TIR* | *3070* | |
| *BMW* | *GT3-043* | *M6* | *(2) 34 TIR* | *TBD* | |
| *BMW* | *GT3-023* | *Z4* | *70* | *2800* | |
| *Chevrolet* | *GT3-045* | *Corvette C7* | *52* | *3070* | |
| *Dodge* | *GT3-036* | *Viper* | *(2) 39* | *3120* | |
| *Ferrari* | *GT3-029* | *458* | *(2) 40* | *3025* | |
| *Ferrari* | *GT3-044* | *488* | *(2) 35 TIR* | *3025* | |
| *Lamborghini* | *GT3-040* | *Huracan* | *(2) 39 TIR* | *3015* | |
| *Mclaren* | *GT3-037* | *650S* | *(2) 36 TIR* | *2915* | |
| *Mercedes* | *GT3-042* | *AMG GT* | *(2) 34.5 TIR* | *3090* | |
| *Porsche* | *GT3-041* | *991* | *(2) 41.5* | *2960* | |
| *Nissan* | *GT3-030* | *GT-R* | *(2) 40 TIR* | *3050* | |
| | | | | | |

# GT-MISC

| Make<br>Homologation<br>Model<br>Restrictor mm<br>Weight (lbs)<br>Notes | | | | | |
|---|---|---|---|---|---|
| Ferrari | - | 488 Challenge | *(2) 45* | *3350* | |
| Ferrari | - | 458 Challenge | *(2) 50* | *3150* | |
| *Ford* | - | *FP350S* | | *3400* | *Additional modifications allowed beyond OE spec (parts tbd)* |
| *Porsche* | - | *911 GT America* | *(2) 45* | *2950* | |

| | | | | | |
|---|---|---|---|---|---|
| *Lamborghini* | - | *Super Trofeo* | *(2) 41* | *3000* | |

**GT2**

1. #22138 (Joe Harlan) ST/GT2 BMW Flossman Kit Clarification
In GT2/ST, BMW E46 M3 & E36 / BMW Z3 / BMW 5000cc V8, add to notes as follows:
"Flossman body kit is permitted *as found here: http://www.racingparts-bmw.de/start/eng/start.htm."*

2. #25110 (Butch Kummer) Request Clarification/Revision of Appendix L (2013 TA2 Rules)
In GT2, make changes to Appendix L. as follows:
**Article 4.8: ~~TRANS AM AMERICAN MUSCLE CLASS~~ *Previous Generations of TransAm TA2 Cars***

**4.8.1: ~~CLASSIFICATION~~ *Purpose***

4.8.1.1: ~~This class will consist of all cars meeting Appendix L or the 2017 Trans AM TA2 rules as published by TransAm. Competitors running under the 2017 rules are required to have a copy of the rules on hand and available to presentto tech on request.~~
*These rules are intended to summarize all previous generations of the TransAm TA2 rules for inclusion in the Club Racing GT2 class.*

**4.8.2: Cost Control**

4.8.2.1: The following items have cost caps. ~~Teams must submit a "COST CONTROL INSPECTION" form prior to the team's first race of the season (form available from the Trans Am Technical Manager). Information the team must provide will include the Make; Model; Part #; Supplier contact information; and the commercially available cost.~~
*Teams must (a) have a "COST CONTROL INSPECTION" form from the Trans Am Technical Manager or (b) provide the Make; Model; Part #; Supplier contact information; and the commercially available cost for the following items:*

~~Maximum Cost~~

| | |
|---|---|
| Shock Absorbers | ~~$800~~ *$850* each |
| Brake Calipers | ~~$500~~ *$550* each |
| Brake Pads | ~~$200~~ *$250* per axle |
| Wheels | ~~$500~~ *$175* each |

4.8.2.3: ~~No titanium components are allowed.~~ *All metal components shall be steel or aluminum.*

4.8.2.4: ~~No carbon fiber components are allowed, except for the driver seat.~~ *Only the driver seat and rear wing may be constructed of carbon fiber.*

4.8.3.1: The minimum weight for all ~~American Muscle Class~~ *TA2* cars is 2830 pounds.

**4.8.4: Body**

The body rules are divided into two sections. ~~The "American Muscle" (2010+ Camaro-Mustang Challenger) body rules are found in Article 4.8.7.1. The "Stock Car" body rules are found in 4.8.7.2. Either body type may be used in 2013, but the stock car bodies will be phased out at some time in the future (TBD).~~ *The 2010+ Camaro-Mustang-Challenger body rules are found in Article 4.8.4.1. The "Stock Car" body rules are found in 4.8.4.2. Either body type may be used, but no "mixing and matching" between the two sets of rules is allowed.*

4.8.4.1: ~~American Muscle Bodies~~ *2010+ Camaro-Mustang-Challenger Bodies*
4.8.4.1.1 The following 2010+ make/model bodies are allowed:
1. Chevrolet Camaro (Howe, ~~and~~ ARBodies, *FiveStar* are approved manufacturers)

2. Ford Mustang (Howe ~~approval pending~~, ARBodies, *FiveStar* are approved manufacturers)

3. Dodge Challenger (~~no manufacturers approved at this time~~ *Howe is the approved manufacturer*)

4.8.4.1.10.1.3: The maximum wing width, including end plates, is ~~TBD~~ 65 5/16 inches.

4.8.4.2: Stock Car Bodies

4.8.4.2.10.2.3: The maximum wing width, including end plates, is ~~TBD~~ 65 5/16 inches.

*(Various updates/clarifications):*

4.8.5.9.1: ~~For 2013-TBD, race cars that competed in the Trans Am 2~~ *Race cars that were eligible to compete in the TA2* class during 2010-2012, may continue to run the chassis/ suspension combination that was used during that time period. ~~Cars built in 2012 meeting the 2012 rules will also be allowed.~~ *Entrants must provide evidence of the rules when asked under which the car was prepared.*

4.8.6.2: ~~American Muscle cars must compete on Goodyear TBD race tires.~~
*TA2 cars competing as GT2 cars in Club Racing events may use any tire that fits a TA2-compliant rim.*

**4.8.8: ENGINES**

The "base" engine for TransAm's ~~American Muscle~~ *TA2* class is the GM LS3 as described in Addendum A. This engine can be used in all body types. Other engine packages are described in Addendums ~~B, C and D~~ *B-X.* Specific rules for these engine packages are found in:

ADDENDUM A: ~~American Muscle~~ *TA2* "Base" Engine
ADDENDUM B: ~~American Muscle~~ *TA2* GM LS1 Engine
ADDENDUM C: ~~American Muscle~~ *TA2* Traditional Carbureted Engine
ADDENDUM D: ~~American Muscle~~ *TA2* Restricted Carbureted Engine
ADDENDUM E: ~~Additional New American Muscle Engine Packages~~ *TA2 EFI Ford Engine*
*ADDENDUM F: TA2 Carbureted Ford Engine*
*ADDENDUM G: TA2 Dodge Engine*

4.8.8.3: Engine setback is ~~a maximum setback of TBD inches, measured from the left side top ball joint to the engine bellhousing flange.~~ *measured perpendicular to a line connecting the front suspension, left and right side, lower ball-joints to the engine bellhousing flange. The maximum setback for engines in Addendums A through F is 21.75-inches. The maximum setback for engines in Addendum G is 24-inches.*

4.8.8.4: Engine height *for Addendum A through F engines* is a minimum of 9.5-inches *above the ground,* measured from the ~~center of the~~ crankshaft centerline to the ground. *Engine height for Addendum G engines is a minimum of 8.5-inches above the ground, measured from the crankshaft centerline to the ground.*

**ADDENDUM A:**
**~~AMERICAN MUSCLE~~ *TA2* "BASE" ENGINE:**

A.3: An unmodified LS3 GM ~~part # TBD~~ (short)~~,~~ or L92 GM ~~part # TBD~~ (tall) intake manifold must be used. Identically equivalent GM part number intake manifolds may also be used. ~~These part numbers include TBD.~~

**ADDENDUM B:**
**~~AMERICAN MUSCLE~~ *TA2* GM LS1"ENGINE:**

**ADDENDUM C:**

## ~~AMERICAN MUSCLE~~ *TA2* TRADITIONAL CARBURETED ENGINE

C.5: The maximum compression ratio is 10.~~5~~*2*:1.

~~**NOTE:** It is Trans Am's intention to phase out this engine category in TBD~~

## ADDENDUM D:
## ~~AMERICAN MUSCLE~~ *TA2* RESTRICTED CARBURETED ENGINE

D.7: Engine displacement can be a maximum of ~~362~~ *366* cubic inches.

~~**NOTE:** It is Trans Am's intention to phase out this engine category in TBD~~

## ADDENDUM E:
## ~~ADDITIONAL NEW AMERICAN MUSCLE ENGINE PACKAGES~~
## *TA2 EFI Ford Engine*

~~Specific rules for any new American Muscle engine packages will be established after the Trans Am Technical Manager has evaluated the proposed American Muscle Engine Component Build Sheet, and determined, through engine dynamometer testing, that the new engine package does not exceed the American Muscle "Base" engine's average power and torque levels ov Am Technical Manager for details on the engine approval process.~~

### *TA2 EFI Ford Engine*

*E.1: Only Spectre plenum (part # 9849), SLP air filter housing (part # 21044), with Howe air filter base (part # E147), and AC Delco air filter (part # 25042562) are approved for competition. The air filter must be mounted on the top of the radiator air box and draw air through the nose of the car. A single inlet tube between the air filter and throttle body must be metal (except unions used to connect intake tubes). Nothing may direct or force air to air filter, or housing. The filter must be installed into housing, and just the filter hanging thru with no scoops, deflectors, or funnels directing air. Single inlet tube must be 4" OD with a wall thickness of 0.055"-0.085". Absolutely nothing can be located inside of the tube with the exception of an air temperature sensor, or a mass air flow sensor. No devices, or strategies, that attempt to alter the air flow are allowed. It is strongly suggested that any air intake systems, or alteration, that competitors would like to run be approved in writing by the TA2 Technical Director.*

*E.2: An unaltered Governor 1" Base Plate (Part #: ALL26060) with unaltered 1.250" inserts (Part #: ALL26066) must be in place during all practice, qualification, and race sessions. Other than 0.063" normal gaskets, no part other than the Governor Plate 1" spacer may be placed between the throttle body base and the intake manifold. It is mandatory that two throttle return springs be used.*

*E.3: Fuel injectors must be a Bosch part # 0 280 158 051, or GM 12576341, 42 lbs/hr @ 58 PSIG. The fuel pressure must be set to 58 PSIG.*

*E.4: The Ford EFI Kit (P/N: 50P-0015) must be used. This kit contains an EFI intake manifold, Ilmor part # 50P-0019, fuel rails and brackets, and ignition coils with brackets/ spacers. Also included in the kit are the fuel pressure sensor, oil pressure sensor, water temperature sensor, air temperature sensor, MAP sensor, EPM, injectors, throttle body, and engine wiring harness. Individual parts from the kit will also be available for sale from Koury Race Engines . No modifications to the intake manifold, or other components, are allowed. A crank triggering sensor may replace the EPM.*

*E.5: Dart Pro 1, CNC ported aluminum cylinder heads, part # 13072040 (with 5/16" valve guides) must be used. Additional port modification (porting/polishing) is not allowed. The Dart (Tech Sheet H33, 3/31/15) supplied five-angle intake valve seat (32 – 45 – 60 – 70 - 80 deg.) and exhaust seat (37 - 45 deg. - radius) may be used. As an alternative, a three-angle valve job with a bottom cut of 60-degrees having a maximum of 0.250" from the head of the valve seat to the bottom of the 60-degree bottom cut is allowed. No grinding in the combustion chamber bowl area is allowed. The minimum combustion chamber volume is 62cc (+/- 2-cc). No interior, or exterior, coatings are permitted. Valve covers are unrestricted. Intake rocker arms must be Comp Cams part # 1834 with a 1.7:1 ratio. Exhaust rocker arms must be Comp Cams part # 1832 with a 1.6:1 ratio. Intake valves may be REV part # CL8003, Manley part # 11712, or Ferrea part # 2341P. The intake valves must have a 2.08" head diameter, and 5/16" stem diameter. Exhaust valves must be REV part # CL80031171, Manley part # 11231, or Ferrea part # 2300 with a 1.60" head diameter and 5/16" stem diameter. The valves may not be modified. The valve springs must be PSI part # LS1511ML, # LS1717ML, or PAC part #1207X. Any retainers and locks may be used.*

*E.6: The maximum compression ratio is 10.8:1.*

*E.7: The spec "Trans Am 2" Ford camshaft must be used. Prior to initial use, each cam must be measured by the TA2 TECHNICAL DIRECTOR. A Trans Am serial number will then be applied. The cam must be ordered through ,Koury Race Engines (386.547.4311). The hydraulic roller lifters must be Crain, part # 36532, or Johnson part # 2212SBR – standard travel.*

*E.8: An aluminum engine block, Dart part # 31345295, or Ford Racing part # M6010-Z35192 must be used. The engine bore is 4.125". Cylinders may be honed as part of the normal freshening procedure, but the engine displacement cannot exceed 376 cubic inches (0.010" overbore).*

*E.9: The following crankshafts, with a 3.500" stroke, are allowed: Callies part # EFG-71T-DS, Scat part # 4351c16-2, or Molnar part # 351-3500HB6F-RN. The crankshaft may not be modified. The minimum weight is 47 pounds.*

*E.10: Mahle pistons, piston pins, and rings (older part # 's; SBF245125FO6, SBF245130FO6, or SBF245135FO6 or the newer part #'s 930244425, 930244428, 930244430, 930244432, or 930244435) must be used. As of May 2018, a Mahle Spec TA2 piston part #197722725-197722735 should be used on new and rebuilt engines. No modifications of the pistons (including gas porting) are allowed. The connecting rods must be 6.2" center-to-center, and must be Callies Compstar part # CSA6200DS2A2AH, Scat part # 2-ICR6200-7/16A, Oliver part # C6200STUL8, or Molnar part # FH6200NLB8-A. The connecting rods may not be modified.*

*E.11: Aftermarket fasteners, including rod bolts are allowed (no titanium).*

*E.12: The oil pan is unrestricted, but the oiling system may not exceed four-stages (three scavenge, one pressure).*

*E.13: All Ford engines must use the Trans Am AEM 508 Infinity ECU must be used (AEM part # 30-7108TA). The ECU is only available from Trans Am, or approved TA2 engine builders, and will come loaded with the current TA2 Ford "spec" calibration. As of June 1, 2018, the file for the spec calibration is; TA2-REV08-FORD-KATECH (created 5/17/2018). Fuel and ignition calibration is locked from 3500-6800 RPM. At RPM below 3500, engine builders and team tuners will be given some control. Traction Control is locked out, and the engine speed limit is set at 6800 RPM. The AEM TA2 chassis wiring harness (AEM part # 36-3820), and AEM Ford engine wiring harness (AEM part # 36-3826), must be used. The harnesses are only available from Trans Am, or approved TA2 engine builders.*

## *ADDENDUM F:*
## *TA2 Carbureted Ford Engine*

*F.1: Air cleaners are required at all times. The air filter housing must be centered on the carburetor and all air entering the engine shall pass through the filter. The air filter element may not exceed 15.00 inches in diameter and the maximum element height is 4.00 inches.*

*F.2: An unaltered Governor 1" Base Plate (Part #: ALL26060) with unaltered 1.250" inserts (Part #: ALL26066) must be in place during all practice, qualification, and race sessions. Other than 0.063" normal gaskets, no part other than the Governor Plate 1" spacer may be placed between the carburetor and the intake manifold. It is mandatory that two throttle return springs be used.*

*F.3: The carburetor must be a Holley, 650 CFM, double pumper, part #0-80541.The carburetor must be completely unmodified except for changing of jets and changes (safety wire or epoxy) to keep the booster nozzles from falling into the intake manifold. No porting, polishing or addition of any other material is permitted.*

*F.4: Dart Pro 1, CNC ported aluminum cylinder heads, part # 13072040 (with 5/16" valve guides) must be used. Additional port modification (porting/polishing) is not allowed. The Dart (Tech Sheet H33, 3/31/15) supplied five-angle intake valve seat (32 – 45 – 60 – 70 - 80 deg.) and exhaust seat (37 - 45 deg. - radius) may be used. As an alternative, a three-angle valve job with a bottom cut of 60-degrees having a maximum of 0.250" from the head of the valve seat to the bottom of the 60-degree bottom cut is allowed. No grinding in the combustion chamber bowl area is allowed. The minimum combustion chamber volume is 62cc (+/- 2-cc). No interior, or exterior, coatings are permitted. Valve covers are unrestricted. Intake rocker arms must be Comp Cams part # 1834 with a 1.7:1 ratio. Exhaust rocker arms must be Comp Cams part # 1832 with a 1.6:1 ratio. Intake valves may be REV part # CL8003, Manley part # 11712, or Ferrea part # 2341P. The intake valves must have a 2.08" head diameter, and 5/16" stem diameter. Exhaust valves must be REV part # CL80031171, Manley part # 11231, or Ferrea part # 2300 with a 1.60" head diameter and 5/16" stem diameter. The valves may not be modified. The valve springs must be PSI part # LS1511ML, # LS1717ML, or PAC part #1207X. Any retainers and locks may be used.*

*F.5: The maximum compression ratio is 10.8:1.*

*F.6: The spec "Trans Am 2" Ford camshaft must be used. Prior to initial use, each cam must be measured by the TA2 TECHNICAL DIRECTOR. A Trans Am serial number will then be applied. The cam must be ordered through ,Koury Race Engines (386.547.4311). The hydraulic roller lifters must be Crain, part # 36532, or Johnson part # 2212SBR – standard travel.*

*F.7: An aluminum engine block, Dart part # 31345295, or Ford Racing part # M6010-Z35192 must be used. The engine bore is 4.125". Cylinders may be honed as part of the normal freshening procedure, but the engine displacement cannot exceed 376 cubic inches (0.010" overbore).*

*F.8: The following crankshafts, with a 3.500" stroke, are allowed: Callies part # EFG-71T-DS, Scat part # 4351c16-2, or Molnar part # 351-3500HB6F-RN. The crankshaft may not be modified. The minimum weight is 47 pounds.*

*F.9: Mahle pistons, piston pins, and rings (older part # 's; SBF245125FO6, SBF245130FO6, or SBF245135FO6 or the newer part #'s 930244425, 930244428, 930244430, 930244432, or 930244435) must be used. As of May 2018, a Mahle Spec TA2 piston part #197722725-197722735 should be used on new and rebuilt engines. No modifications of the pistons (including gas porting) are allowed. The connecting rods must be 6.2" center-to-center, and must be Callies Compstar part # CSA6200DS2A2AH, Scat part # 2-ICR6200-7/16A, Oliver*

*part # C6200STUL8, or Molnar part # FH6200NLB8-A. The connecting rods may not be modified.*

*F.10: Aftermarket fasteners, including rod bolts are allowed (no titanium).*

*F.11: The oil pan is unrestricted, but the oiling system may not exceed four-stages (three scavenge, one pressure).*

*F.12: The engine speed rev limit is set at 6800 RPM. <also placeholder for ignition specs coming from Tony Ave>*

## *ADDENDUM G: TA2 Dodge Engine*

*G.1: Only a SLP air filter housing (part # 21044), with Howe air filter base (part # E147), and AC Delco air filter (part # 25042562) are approved for competition. The air filter must be mounted on the top of the radiator air box and draw air through the nose of the car. A Single Inlet Tube between the air filter and throttle body must be metal (except unions used to connect intake tubes). Nothing may direct, or force air, to the air filter, or housing. The filter must be installed into housing, with just the filter hanging through with no scoops, deflectors or funnels directing air. The single inlet tube must be 4" OD with a wall thickness of 0.055"-0.085". Absolutely nothing can be located inside of the tube except for an air temperature sensor, or a mass air flow sensor. No devices, or strategies that attempt to alter the air flow are allowed. It is strongly suggested that any air intake systems or alteration that competitors would like to run be approved by the TA2 Technical Director.*

*G.2: The throttle body must be a F.A.S.T. 87mm throttle body (part # 54088). The throttle body may not be modified. It is mandatory that two throttle return springs be used.*

*G.2.1: A 2.150" diameter flat plate restrictor must be in place during all practice, qualification, and race sessions. The restrictor must be mounted in the inlet side of the throttle body.*
*G.2.2: Fuel injectors must be Chrysler, part # 05038337AA. The fuel pressure must be set to 75 PSIG.*

*G.3: An intake manifold assembly, (PREFIX part # ARR-9105) must be used. It may not be modified.*

*G.4: Aluminum cylinder head assemblies (PREFIX part #'s ARR-6556HO (right) and ARR 6555HO(left) must be used. Porting and/or polishing is not allowed. No more than a three-angle valve job with a bottom cut of 60-degrees is permitted. A maximum of 0.250" from the head of the valve seat to the bottom of the 60-degree bottom cut is allowed. No grinding in the combustion chamber bowl area is allowed. No interior or exterior coatings are permitted. Valve covers are unre-stricted. Rocker arm assemblies (Chrysler part #'s 53021552AA-intake, and 53021553AA-exhaust) with a 1.68:1 ratio must be used. Intake and exhaust valves (Chrysler part # ARR-CAS-1340, and # 05038332AB) must be used. The intake valve diameter is 2.14" and the exhaust valve diameter is 1.65". Both valves have a 7.95mm stem diameter. Any valve springs, retainers, and locks are allowed.*

*G.5: The maximum compression ratio is 11.0:1.*

*G.6: The "spec" Trans Am 2 camshaft assembly (PREFIX part # ARR-12674-694) must be used. Prior to use, each cam must be measured by the TA2 TECHNICAL DIRECTOR. A Trans Am serial number will then be applied.*

*G.7: An aluminum cylinder block (PREFIX part # ARR-TA2-3897) must be used. The stock engine bore is 4.095". Cylinders may be honed as part of the normal freshening procedure, but the engine displacement cannot exceed 392 cubic inches.*

*G.8: A crankshaft (PREFIX part # ARR-TA2-8339) with a 3.720" stroke must be used. The minimum weight is 55 pounds (with tone wheel and bolts).*

*G.9: Pistons assemblies (piston, pin, rings) (PREFIX part # ARR-197804695) must be used. Connecting rods (PREFIX part # ARR-X-DH6200TNB8; 6.2" length) must be used.*

*G.10: Aftermarket fasteners, including rod bolts are allowed (no titanium).*

*G.11: The oil pan is unrestricted, but the oiling system may not exceed five-stages (four scavenge, one pressure).*

*G.12: All Dodge Hemi engines must use the Trans Am AEM 508 Infinity ECU must be used (AEM part # 30-7108TA) The ECU is only available from Trans Am or approved TA2 engine builders and will come loaded with the TA2 Dodge Hemi "spec" calibration. Fuel and ignition calibration is locked from 3500-6800 RPM. At RPM below 3500 engine builders and team tuners will be given some control. Traction Control is locked out, and the engine speed limit is set at 6800 RPM. The AEM TA2 chassis wiring harness (AEM part # 36-3820) and AEM Dodge Hemi engine wiring harness (AEM part # 36-3825) must be used. The harnesses are only available from Trans Am or approved TA2 engine builders.*

***SUMMARY OF ENGINE COMPLIANCE PARAMETERS***

*There are items specific to each engine option, but here are the ones common to all that can be verified by non-invasive means:*

| *Addendum / Description* | *Max cubic inches* | *Restrictor* | *Max Compression* | *Max RPM* |
|---|---|---|---|---|
| *A: TA2 "Base" Engine* | *378* | *2.250"* | *10.7:1* | *6800* |
| *B: TA2 GM LS1 Engine* | *350* | *None* | *10.1:1* | *6800* |
| *C: TA2 Traditional Carbureted Engine* | *358* | *None* | *10.5.1* | *7000* |
| *D: TA2 Restricted Carbureted Engine*<br>*. with "spec" 650 Holley*<br>*. with any other carburetor* | *366* | *None* | *9.5:1* | <br>*7000*<br>*6500* |
| *E: TA2 EFI Ford Engine* | *376* | *1.250"* | *10.8:1* | *6800* |
| *F: TA2 Carbureted Ford Engine* | *376* | *1.250"* | *10.8:1* | *6800* |
| *G: TA2 Dodge Engine* | *392* | *2.150"* | *11.0:1* | *6800* |

3. #25539 (Mark Uhlmann) Request to classify BMW E82 (1 series) into GT2
In GT2, classify the BMW 1 Series (E82) as follows:

**GT Cars -**

| Model | Years | Body Style | Drive-line | Wheel-base (in) | Notes |
|---|---|---|---|---|---|
| *1 Series (E82)* | *08-12* | *2dr* | *RWD* | *104.7* | |

**GT Engines -**

| Engine Family | Engine Type | Bore x Stroke (mm) | Disp. (CC) | Head Type | Valves / Cyl. | Fuel Induction | Weight (lbs) | Notes |
|---|---|---|---|---|---|---|---|---|
| *N52B30* | *DOHC* | *85.0 x 88.0* | *2996* | *Alum, Cross-flow* | *4* | *Unrestricted automotive type* | *2140* | |

4. #25545 (marvin epps) 2010 Cayman Street Tuner Into an STO Car,Addendum
In GT2/ST, Porsche Cayman (05-11), Make changes to weight and add to notes as follows:
~~2875~~ *2800*
"*2950 lbs w/3.8L motor built to STO spec. 2850 lbs w/X51 spec motor as delivered as a sealed motor.*"

5. #25716 (Adrian Wlostowski) Request - Classify Ford Performance 5.2l
In GT2/ST, classify the Ford Mustang (05-) as follows:

| **GT2-S**T | **Maximum Displacement** | **Minimum Weight** | **Restrictor** | **Notes** |
|---|---|---|---|---|
| *Ford Mustang (05-)* | *5200* | *3400* | *2 X 41mm Flat Plate Restrictor* | *Ford Racing 5.2l "Aluminator" crate engine part # M-6007-A52XS* |

6. #25765 (Grand Touring Committee) Add missing displacement, minimum weight. Remove exhaust note
In GT2, Porsche 996/997.1 GT3 Cup, add to the notes as follows:
"*3.6L flat six. 2900 lbs.* Cars must be prepared in accordance with the appropriate model/year Porsche factory 911 GT3 Cup parts catalog/service manual."
In GT2, Porsche 996/997.1 GT3 Cup, delete the notes as follows:
"~~*Aftermarket exhaust header is allowed (996 only)*~~. Paddle shift system allowed with 100 lb. weight penalty."

7. #25806 (David Woodle) Request for Ford FP 350s Weight Reduction
In GT2/ST, Ford Mustang FP350S (2018-), make changes to weight and add to notes as follows:
~~3500~~ *3400*
"*Springs and shocks are free. Fuel cell allowed. Alternate drive shaft permitted. Wheels are free. Header and exhaust permitted. Alternate rotor and hat permitted 380 mm max. Alternate shifter permitted. Lexan windows permitted.*"

8. #26024 (Glen Jung) Request to Remove Mazda RX 7 Body Work Penalty
In GT2, Mazda RX7, change notes as follows:
Downing GTS body kit allowed~~ with 75 lbs. weight increase~~.

9. #25842 (Scotty B White) Request to Classify EcoBoost Mustang
In GT2/ST, classify the Ford Mustang (05-) as follows:

| **GT2-ST** | **Maximum Displacement** | **Minimum Weight** | **Restrictor** | **Notes** |
|---|---|---|---|---|
| *Ford Mustang (05-)* | *3500* | *3200* | *41mm TIR* | *Eco Boost option as delivered from the factory, including turbo and ECU. Dry Sump allowed.* |

**GTA**
1. #25558 (Butch Kummer) Request options for the LS3 Engine
In GTA, GCR section 9.1.2.G.IX, add new engine spec as follows:

- GM “604 Circle Track” engine as defined in Appendix G.
- *GM LS3 engine as defined in Appendix H.*

“*Appendix H: GM LS3 Engine.*
*H.0: Must meet all requirements listed in Appendix A.*
*H.1: A stock Mass Air Flow (MAF) sensor, GM part #25168491, or #15865791 must be used. Any commercially available air filter may be used. All tubes between the air filter and throttle body must be metal (except unions used to connect intake tubes). The maximum outside diameter of the tubes is 4.0 inches. No tapered tubing, tapered inserts, or airflow directing devices may be used in the tubing connecting the air filter to the throttle body.*
*H.2: The throttle body must be either a GM 90mm, electronic, part #12570790, or Edelbrock 90mm, mechanical, part #3869.*
*H.2.1: Throttle bodies may not be modified.*
*H.2.2: A 2.150 inch diameter flat plate restrictor must be in place during all practice, qualification, and race sessions. The restrictor must be mounted in the inlet side of the throttle body.*
*H.3: An unmodified LS3 GM (short), or L92 GM (tall) intake manifold must be used. Identically equivalent GM part number intake manifolds may also be used.*
*H.4: Unmodified GM LS3 cylinder heads, GM casting #’s 0821, 0823, or 5364 must be used. Porting and/or polishing is not allowed. No more than a three angle valve job with a bottom cut of 60 degrees is permitted. A maximum of 0.250 inches from the head of the valve seat to the bottom of the 60 degree bottom cut is allowed. No grinding in the combustion chamber bowl area is allowed. No interior or exterior coatings are permitted. Valve covers are unrestricted.*
*H.5: The maximum compression ratio is 10.7:1.*
*H.6: The spec TA2 LS3 camshaft must be used. The cam must be ordered through Schwanke Engines, (507.723.4120). Stock rocker arms, with a 1.7:1 ratio must be used. Stock valve spring retainers and keepers (locks/keys) must be used (no titanium). Any valve springs are allowed.*
*H.7: The stock engine bore is 4.065 inches (103.25 mm). Cylinders may be honed as part of the normal freshening procedure, but the engine displacement cannot exceed 378 cubic inches.*
*H.8: The stock crankshaft, with a 3.622 inch (92 mm) stroke, must be used.*
*H.9: Aftermarket pistons, piston rings, piston pins and connecting rods may be used if the basic design and weight is the same as the stock GM components.*
*H.10: Aftermarket fasteners, including rod bolts are allowed (no titanium).*
*H.11: The oil pan is unrestricted, but the oiling system may not exceed a four-stage system (three scavenge and one pressure).*
*H.12: A GM ECU must be used. It may be re-flashed and the maximum RPM set at 6800 RPM.*”

**GTL**

1. #25754 (Chris Kopley) Request for GTL Mini Adjustments
In GTL, Engines - BMC thru Rover Group, Mini/Sprite/Midget, 1275 1380 1399, Iron, non-Crossflow, change notes as follows:
“Any mini that retains the OE common sump gearbox configuration may reduce their weight by ~~50~~*125* lbs.”
In GTL, Engines - BMC thru Rover Group, Mini/Sprite/Midget, 1275 1380 1399, Alum. Crossflow, change notes as follows:
“Any mini that retains the OE common sump gearbox configuration may reduce their weight by ~~50~~*125* lbs.”
The not recommended portion of this letter can be found in letter #26020.

2. #25771 (Grand Touring Committee) BMC thru Rover Group remove long inactive mini engines.
In GTL, BMC thru Rover Group, remove these long inactive Mini engines: 948,970,1071,1098
~~Mini OHV 62.992 x 76.2 948 Iron, nonCrossflow 2 Unrestricted 1210 Any mini that retains the OE common sump gearbox configuration may reduce their weight by 50 lbs.~~
~~Mini OHV 70.6 x 61.91 970 Iron, nonCrossflow 2 Unrestricted 1235 Any mini that retains the~~

~~OE common sump gearbox configuration may reduce their weight by 50 lbs. Pierce aluminum cylinder head part #99003.843 allowed.~~
~~Mini OHV 70.6 x 68.26 1071 Iron, nonCrossflow 2 Unrestricted 1330 Any mini that retains the OE common sump gearbox configuration may reduce their weight by 50 lbs. Pierce aluminum cylinder head part #99003.843 allowed.~~
~~Mini OHV 64.516 x 83.82 1098 Iron, nonCrossflow 2 Unrestricted 1380 Any mini that retains the OE common sump gearbox configuration may reduce their weight by 50 lbs.~~

## Improved Touring
## ITC

1. #25347 (Greg Amy) Request to Dual-Class Honda Fit and B-Spec Cars Into ITC and In ITB, classify the following B-Spec cars:

| ITB | Engine Type | Bore x Stroke(mm)/ Displ. (cc) | Weight (lbs) | Notes: |
|---|---|---|---|---|
| *Mazda Mazda2 10-14* | *4 Cyl DOHC* | *78.0 x 83.0 1586* | *2085* | *May be run in full compliance to B-Spec configuration and weight or to IT specification and weight* |
| *Honda Fit 09-13* | *4 Cyl DOHC* | *73.0 x 89.6 1499* | *2270* | *May be run in full compliance to B-Spec configuration and weight or to IT specification and weight* |
| *Honda Fit 14-15* | *4 Cyl DOHC* | *73.0 x 89.6 1499* | *2705* | *May be run in full compliance to B-Spec configuration and weight or to IT specification and weight* |
| *Chevrolet Sonic 12-15* | *4 Cyl DOHC* | *80.5 x 88.2 1796* | *2875* | *May be run in full compliance to B-Spec configuration and weight or to IT specification and weight* |
| *Ford Fiest 11-15* | *4 Cyl DOHC* | *79.0 x 81.5 1598* | *2500* | *May be run in full compliance to B-Spec configuration and weight or to IT specification and weight* |
| *Fiat 500 11-15* | *4 Cyl DOHC* | *72.0 x 84.0 1368* | *2105* | *May be run in full compliance to B-Spec configuration and weight or to IT specification and weight* |
| *Toyota Yaris (3 and 5 door) 05-11* | *4 Cyl DOHC* | *74.9 x 84.6 1491* | *2270* | *May be run in full compliance to B-Spec configuration and weight or to IT specification and weight* |
| *Toyota Yaris (3 and 5 door) 12-15* | *4 Cyl DOHC* | *74.9 x 84.6 1491* | *2270* | *May be run in full compliance to B-Spec configuration and weight or to IT specification and weight* |
| *Kia Rio (5 door) 12-14* | *4 Cyl DOHC* | *77.0 x 85.4 1591* | *2875* | *May be run in full compliance to B-Spec configuration and weight or to IT specification and weight* |

## Legends Car
**None.**

## Production
**None.**

**Spec Miata**
**None.**

**Strategic**
**None.**

**Super Production**
**None.**

**Super Touring**
**STL**
1. #24746 (Eric Kutil) Request to equalize FPR Reduction on all B-Series Vtec Engines
In STL, Table A, Acura/Honda B17, add to the notes as follows:
"*54mm flat Plate restrictor required.*"
In STL, Table A, Acura/HondaB18C(JDM Type R),B18C5(USDM Type R),B18C6(UK and Euro Type R),B18C7(Australia Type R), make changes to weight and notes as follows:
~~"Chart + 2%~~ *Chart*"
~~"Effective 03/01/2018, 53~~ *54*mm flat plate restrictor required."

2. #25955 (SCCA Staff) Request E&O for Mazda Miata Spec Line
In STL, Mazda Miata, delete the maximum displacement (cc's) and correct the minimum weight as follows:
N/A
~~N/A~~ *Chart*

**STU**
1. #24890 (Kevin Koelemeyer) Request to Equalize Direct Injected Turbo Cars
In STU, Table A, add engine as follows:

| STU | Maximum Displacement (cc's) | Minimum Weight | Notes |
|---|---|---|---|
| *Honda K20C1 Turbo I4* | *1996 CC* | *3025* | *36mm TIR Required.* |

**Touring**
**T1**
1. #21466 (Scotty B White) Class 2015+ Mustang GT350(R)
In T1-LP, Mustang GT350 (2015-), replace spec line as follows:

| | Bore x Stroke/Displ. (cc) | Wheel-base (mm) | Max Wheel Size (inch) | Tire Size | Gear Ratios | Final Drive | Brakes (mm) | Weight (lbs) | Notes |
|---|---|---|---|---|---|---|---|---|---|
| *Ford Mustang GT-350 GT350 (R)* | *94 x 93 / 5163* | *2720* | *19 x 11 (F) 19 x 11.5 (R)* | *315* | *3.25, 2.23, 1.61, 1.24, 1.0, 0.63* | *3.73* | *393 (F) 378 (R)* | *3650 curb* | *note: 6-piston calipers, carbon wheels standard* |

2. #25341 (Touring Committee) Request to Classify Ford FP350S in T1-LP
In T1, Classify the Ford Mustang FP350S (2018), as follows:

| | Bore x Stroke/Displ. (cc) | Wheel-base (mm) | Max Wheel Size (inch) | Tire Size | Gear Ratios | Final Drive | Brakes (mm) | Weight (lbs) | Notes |
|---|---|---|---|---|---|---|---|---|---|
| *Ford Mustang FP350S (2017)* | *94.0 x 93 5163* | *2718* | *18 x 11* | *315* | *3.25, 2.23, 1.61, 1.24, 1.00, 0.67* | | *(F) 372 (R) 340* | *3600* | *Serial number 1-50 cars as delivered. Additional permitted allowances: DOT tires required. Other* |

3. #25556 (Sean Reilly) Amendment to Request #25555
In 9.1.9.1.N.5, make changes as follows:
"~~Suspension components shall be the stock OEM parts, but they may be reinforced.~~ Spherical bearings are permitted on suspension components. Standard suspension bushings may be replaced with solid or spherical bushings. *Alternate control arms permitted.*"
"~~17. Alternate control arms permitted.~~"

4. #25658 (Jake Namer) Request to balance 996 v 997 T1 weight
In T1, Porsche 996, make changes to weight and engine notes as follows:
~~3200~~ *3000*
"*GT3 Cup, GT3 RSR, GT3 RS, GT America not allowed.*"

In T1, Porsche 996 GT3 Cup (02-05), change the weight as follows:
~~3150~~ *3000*

In T1, Porsche 997, change the weight as follows:
~~3150~~ *3100*

5. #25668 (Craig Anderson) Request to Add PDK Transmission to 997 Porsche Spec Line
Please classify the Porsche 997 as follows:

| T1 | Maximum Displ. | Min. Weight | Required Restrictor | Engine Notes | Chassis Notes |
|---|---|---|---|---|---|
| *Porsche 997* | *3800* | *3200* | | *GT3 Cup not allowed* | *GT3 Cup not allowed. OEM PDK allowed* |

6. #25687 (DAVID MEAD) T1 World Challenge/Grand AM Spec Cars
In T1, Acura NSX Turbo World Challenge, make changes to weight, restrictor and notes as

follows:
~~3000~~ *3100*
~~45mm~~ *44mm*
"*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 Max Size: 17x9 Front, 18x11 Rear. No other touring modifications or allowances permitted beyond the VTS and Appendix A allowances and notes in this spec line notes.*"

**T2**
1. #25335 (Dennis Moser) Request to classify 2015 Cayman GTS 3.4L in T2
In T2, Porsche Cayman S (13-14), add model and change years as follows:
"Porsche Cayman S/*GTS* ~~(13-14)~~ *(13-15)*"

2. #25513 (Darin Treakle) Request for 2017-2018 Honda Civic Type R - 4 BOP Grill
In T2, Honda Civic Type-R (2017-), add to the notes as follows:
"*Alternate grill Cuztom Tuning FG-CIV16-V3-TR-BK allowed.*"

**T2-T4**
1. #22414 (Darren Seltzer) Errors, Omissions, and Updates (Various)
In T4, remove the following from the header in the spec line table:
Wheel Size(in.)~~/ Mat'l.~~

In T4, Toyota Celica GT (00-05), add to spec line as follows:
Wheelbase: *2600*
Wheel size: 15 *x 7*

In T4, Kia Forte Koup and Sedan LX/EX (2010-), add years as follows:
(2010-*2013*)

In T4, Kia Forte Koup and Sedan SX (2010-), add years as follows:
(2010- *2013*)

In T4, Ford Fiesta ST (12-15), make changes to years as follows:
(~~12~~*14*~~-15-~~)
In T4, Fiat 124 / Abarth Edition, add years as follows:
*(16-18)*

In GCR section 9.1.9.2.D.1.g.3, make changes as follows:
Batteries may be replaced with those of an alternate manu¬*(<--strike extra character)*facturer, provided they are of similar amp-hour capacity, size and within 10% of OEM weight.

2. #25774 (Touring Committee) Add Clarification to Spec Car Classifications Vehicle Spec Lines
In T1, Porsche Cayman GTS (2011), add to notes as follows:
"Must conform to 7/15/2015 version 15 VTS. TC aftermarket ABS controller allowed. PDK Permitted +100lbs. *No other touring modifications or allowances permitted beyond the noted VTS and these spec line allowances.*"

In T1, Audi TTRS (GTS 2011 Spec), add to notes as follows:
"Must conform to December 14th, 2011 revision 3 GTS rules. *No other touring modifications or allowances permitted beyond the noted GTS rules allowances.*"

In T1, Ferrari 430 Challenge, add to notes as follows:
"*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 wheels as delivered from factory permitted. Non-OEM rear wing / splitter reduce restrictor by 5 mm. *No other touring modifications or allowances permitted.*"

In T1, Porsche 996 GT3 Cup (02-05), add to notes as follows:
"996 required gear ratios: Crown wheel and pinion 8/32; 1st gear 13/41, 2nd gear 20/40, 3rd gear 25/39, 4th gear 29/36 or 26/34, 5th gear 32/33 or 32/35, 6th gear 35/30 or 34/31. *No other touring modifications or allowances permitted except as noted in this spec line.*"

In T2, BMW M235iR (-2016), add to notes as follows:
"*As homologated from BMW Motorsports No other changes or touring rule allowances permitted. Must conform to World-Challenge VTS 2/25/2016 rev.2.*"

In T2, Nissan 350Z Track/ Touring/ Standard/ Nismo Spec Z (03-08), add to notes as follows:
"SPL rear toe links part# SPL RTA Z33 permitted. Stillen part #400338 permitted. *Must conform to all SpecZ 2018 Edition rules. No other touring allowances beyond 2018 SpecZ edition rules or allowances listed here.*"

In T2, Porsche Spec Cayman, add to notes as follows:
"Must conform to all SPC rules in the PCA rulebook. Each competitor shall have available definitive current documentation of the PCA rules. Spec Cayman tires permitted per Spec Cayman rules. Must use DOT tires. *No other touring allowances permitted.*"

In T2, Spec Mustang, add to notes as follows:
"Must meet all requirements of Spec Mustang rules located in the Appendices. Cars must Comply with all SCCA T2 graphics and marking rules, including the posting of minimum weight. It is the responsibility of the driver to declare if its running under T2 rules or SMG rules - *no mixing between rules.*In T3, BMW SpecE46, add to notes as follows:
"Must conform to all SpecE46 rules in Appendix N. SpecE46 spec tire permitted per SpecE46 appendix rules *or any DOT permitted. No other touring allowances permitted."*

In T3, Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08) Spec Z, add to notes as follows:
"DE Engine: 57mm flat plate restrictor required. Zspeed and Z1 alternative clutch slave permitted. *Must conform to all SpecZ 2018 Edition rules. No other touring allowances beyond 2018 SpecZ edition rules or allowances listed here."*

In T3, Porsche Spec Boxster, add to notes as follows:
"Must conform to all SPB rules in the PCA rulebook. Each competitor shall have available definitive current documentation of the PCA rules. Tires must meet 2016 SPB rules or any 225 DOT tire permitted. *No other touring allowances permitted."*

3. #25800 (Touring Committee) Clarify Subframe Bushings Permitted for T2-T4
In GCR section 9.1.9.2.i.7, make changes as follows:
"Fluid filled motor mounts, fluid filled transmission mounts, ~~and~~ fluid filled differential mounts *and sub-frame bushings* may be replaced with non spherical non-metallic mounts. *Sub-frame bushings may be replaced with non-spherical bushings; any material allowed.* Mounts that are replaced may serve no other function or provide any other performance improvement or alteration than the original purpose."

**T3**
1. #25722 (Ali Salih) Request to update SpecE46 Appendix N. with 2019 Rules
In T3, BMW SpecE46, change notes as follows:
"Must conform to all SpecE46 rules ~~in Appendix N~~ *Version 2.6 Effective Jan 1, 2019*. SpecE46 spec tire permitted per SpecE46 appendix rules."

In GCR, remove Appendix N in its entirety.

2. #25747 (Lansing Stout) Request Alternative Nissan Brake Parts - 350Z
In T3, Nissan 350Z Track/Touring/Standard/Nismo (03-08), add to the notes as follows:
"*Nissan brake kit part number 41000-BRKIT permitted.*"
In T3, Nissan 350Z Track/Touring/Standard/Nismo (03-08) Spec Z, add to the notes as follows:
"*Nissan brake kit part number 41000-BRKIT permitted.*"

3. #25803 (Touring Committee) Additional weight adjustments for T3 cars T3 weight loss program
In T3, Acura TL SHAWD (09-13), make weight change as follows:
~~3600~~ *3550*
In T3, BMW 335i (08-13), make weight change as follows:
~~3400~~ *3350*
In T3, BMW 330i/Ci (01-06), make weight change as follows:
~~3235~~ *3185*
In T3, Cadillac ATS (2015), make weight change as follows:
~~3300~~ *3250*
In T3, Chevrolet Camaro (2016), make weight change as follows:
~~3550~~ *3500*
In T3, Chevrolet Camaro V6 (10-15), make weight change as follows:
~~3450~~ *3400*
In T3, Chevrolet Camaro V6 (2016-), make weight change as follows:
~~3550~~ *3500*
In T3, Chevrolet Camaro V6 1LE (2016-), make weight change as follows:
~~3550~~ *3500*
In T3, Chevrolet Cobalt SS (08-10), make weight change as follows:
~~3100~~ *3050*
In T3, Dodge SRT-4 (03-05), make weight change as follows:
~~3000~~ *2950*
In T3, Ford Focus RS (2016-), make weight change as follows:
~~3300~~ *3250*
In T3, Ford Mustang EcoBoost (2015-), make weight change as follows:
~~3475~~ *3450*
In T3, Ford Mustang Mach I (03-04), make weight change as follows:
~~3500~~ *3450*
In T3, Honda S2000 (all) (00-09), make weight changes as follows:
2.0: ~~2825~~ *2775*
2.2: ~~2925~~ *2875*
In T3, Hyundai Genesis Coupe (2010-), make weight change as follows:
~~3200~~ *3150*
In T3, Mazda Mazdaspeed3 (07-09), make weight change as follows:
~~3100~~ *3050*
In T3, Mazda Mazdaspeed3 (10-13), make weight change as follows:
~~3100~~ *3050*
In T3, Mazda MazdaSpeed Miata (04-05), make weight change as follows:
~~2600~~ *2550*
In T3, Mazda MX-5 Cup, make weight change as follows:
~~2600~~ *2550*
In T3, Mazda RX-8 Base/R3 (04-12), make weight change as follows:
~~2800~~ *2750*
In T3, Nissan 370Z (09-16) / 370Z NISMO Edition (09-13), make weight change as follows:
~~3350~~ *3275*
In T3, Porsche Spec Boxster, make weight change as follows:
~~2650~~ *2600*
In T3, Saturn Ion Redline (04-07), make weight change as follows:
~~3050~~ *3000*
In T3, Subaru WRX (11-14), make weight change as follows:
~~3250~~ *3200*

In T3, Subaru WRX STI (03-07), make weight change as follows:
~~3400~~ *3350*
In T3, Volkswagen Golf R (15-16), make weight change as follows:
~~3150~~ *3100*
In T3, Volkswagen GTI, Jetta GLI (06-10), make weight changes as follows:
DSG @ ~~3130~~ *3080*
STD @ ~~3100~~ *3050*
In T3, Volkswagen GTI (2013), make weight changes as follows:
DSG @ ~~3130~~ *3080*
STD @ ~~3100~~ *3050*

4. #25813 (Scotty B White) Request for Alternate EcoBoost Mustang Brakes
In T3, Ford Mustang EcoBoost (2015-), add to the notes as follows:
"*Ford Motorsports 6-piston M2300V 380mm brake kit allowed, +100lb or optional 2-piece rotor, 355mm max, Brembo brake kit #M-2300-S allowed, +100lb.*"

5. #25888 (Oscar Jackson) Request to Add the FR-S/86 and BRZ Spec Lines to T3
In T3, combine the Scion FRS/Toyota 86 (13-16) and Scion FRS/Toyota all models (2013-) spec lines with changes as follows:
Max Wheel Size (inch)
~~17 x 8~~ *17 x 9*
Tire Size (max)
~~245~~ *255*
Final Drive
*4.10 or 4.30*
Weight (lbs)
~~2800~~ *2750*
Notes:
~~Eibach 4.10582.880 and SPC 67660 allowed. Front strut tower brace allowed. Raceseng, part # raceseng-ft86-r-shock-top permitted. Header allowed. 750lb max. springs front and rear.~~
"*Update/Backdate between any models within manufacturer brand permitted. Any 4 piston brake package up to 350 rotors permitted. Aftermarket intake, header, clutch and flywheel permitted. Any spring up to 750 F/R and any sway bars permitted max 25mm F, 19mm R. Front strut tower brace permitted. Raceseng, part # raceseng-ft86-r-shock-top permitted. Any commercial aftermarket lower control arms permitted. Commercial aftermarket rear wing permitted no higher than the roofline or wider than the max body width, max end plates 72.0 square inches. Front splitter/spoiler permitted but may not exceed the max body width or extend more than 3.0 inches past the original bodywork as viewed from above.*"

In T3, combine the Subaru BRZ all models (2013-) spec lines with changes as follows:
Max Wheel Size (inch)
~~17 x 8~~ *17 x 9*
Tire Size (max)
~~245~~ *255*
Final Drive
*4.10 or 4.30*
Weight (lbs)
~~2800~~ *2750*
Notes:
~~Eibach 4.10582.880 and SPC 67660 allowed. Front strut tower brace allowed. Raceseng, part # raceseng-ft86-r-shock-top permitted. Header allowed. 750lb max. springs front and rear.~~
"*Update/Backdate between any models within manufacturer brand permitted. Any 4 piston brake package up to 350 rotors permitted. Aftermarket intake, header, clutch and flywheel permitted. Any spring up to 750 F/R and any sway bars permitted max 25mm F, 19mm R. Front strut tower brace permitted. Raceseng, part # raceseng-ft86-r-shock-top permitted. Any commercial aftermarket lower control arms permitted. Commercial aftermarket rear wing permitted no higher than the roofline or wider than the max body width, max end plates 72.0*

*square inches. Front splitter/spoiler permitted but may not exceed the max body width or extend more than 3.0 inches past the original bodywork as viewed from above.*"

6. #26027 (Ali Salih) Request to Clarify BMW SpecE46 Tire Verbiage
In T3, BMW SpecE46, add to notes as follows:
"SpecE46 spec tire permitted per SpecE46 appendix rules. *Alternate tire: Any DOT up to 225 permitted.*"

**T4**

1. #25371 (Christopher Childs) Request for Adjustments to fiat 124 specline
In T4, Fiat 124 / Abarth Edition, make changes to the notes as follows:
"The following items must remain stock: shock/ struts (including mounts), original wheels, and transmission differential - unless specified below. Factory bolt-in roll bar/ cross member may be removed to facilitate roll cage installation. ~~29mm~~ *30mm* ~~flat plate restrictor required~~ *TIR. DG motorsports part #50-93-7100 hardtop allowed.*"

2. #25802 (Touring Committee) Consider Solo SSC cross over classification into T4
In T4, classify the Scion FR-S (13-16) Solo® Spec Coupe as follows:

| T4 | Bore x | | Wheel | Tire Size (max) | Gear | | | | Notes: |
|---|---|---|---|---|---|---|---|---|---|
| *Scion FR-S (13-16) Solo® Spec Coupe* | *86.0 x 86.0 1998* | *2570* | *17x8* | *225/45* | *3.63, 2.19, 1.54, 1.21, 1.00, 0.77* | *4.30* | *(F) 295* | *2800* | *Modifications limited to 2018 SCCA® Solo® Spec Coupe Official Specifications, dated 1-30-2018. Tires: Any 200TW 225/45/17 DOT tire permitted. Fuel not restricted to 93 octane. Safety, drivers comfort, driver control and instrumentation items may be modified per the GCR. All other SCCA road racing safety standards apply. GCR cage rules apply and include allowances to remove or alter interior parts and trim pieces to facilitate cage installation. Interior carpet and padding, passenger and rear seats may be removed. Parts superseded by Toyota® or Subaru® may be used on either vehicle. No additional touring allowances permitted beyond noted here.*<br><br>*** Note to competitors https://www.scca.com/downloads/40090-2018-01-30-solo-spec-coupe/download *** |

In T4, classify the Subaru BRZ (13-16) Solo® Spec Coupe as follows:

| T4 | Bore x | | Wheel | Tire Size (max) | Gear | | | | Notes: |
|---|---|---|---|---|---|---|---|---|---|

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| *Subaru BRZ (13-16) Solo® Spec Coupe* | *86.0 x 86.0 1998* | *2570* | *17x8* | *225/45* | *3.63, 2.19, 1.54, 1.21, 1.00, 0.77* | *4.30* | *(F) 295* | *2800* | *Modifications limited to 2018 SCCA® Solo® Spec Coupe Official Specifications, dated 1-30-2018. Tires: Any 200TW 225/45/17 DOT tire permitted. Fuel not restricted to 93 octane. Safety, drivers comfort, driver control and instrumentation items may be modified per the GCR. All other SCCA road racing safety standards apply. GCR cage rules apply and include allowances to remove or alter interior parts and trim pieces to facilitate cage installation. Interior carpet and padding, passenger and rear seats may be removed. Parts superseded by Toyota® or Subaru® may be used on either vehicle. No additional touring allowances permitted beyond noted here.*<br><br>*** Note to competitors https://www.scca.com/downloads/40090-2018-01-30-solo-spec-coupe/download *** |

RallyCross Board Minutes | December 3, 2018

The RallyCross Board (RXB) met via conference call on December 3, 2018. Attending were Steve Hyatt, Charles Wright, Kent Hamilton, Chris Regan, Keith Lightfoot, and Mark Macoubrie. Also in attendance, Chris Albin and Terri Pullam BOD Liaison, and Brian Harmer with National Office.

The Secretary acknowledges that these minutes may not be in chronological order. Steve Hyatt called the meeting to order at 7:07pm CST.

1. **Additions or corrections to the agenda:**None

2. **Chairman's Report: (Hyatt)** NoReport.

3. **Committeereports:**

- **RallyCross Safety Committee(Regan)**

  Ø Update: No incidents. No activity from thecommittee.

- **Rules Committee(Lightfoot)**

  Ø Updates: 2019 Rules modifications have been approved with minor changes. Rules will be posted by 1/1/2019. Responses to rules inquiries will be posted by1/1/2019.

- **RallySprint Committee (Hyatt)**

  Ø Updates: 2019 first event sanctionissued.

- **National Championship Committee(Wright)**

  Ø Updates: The RXNC-PC met after the national championship to review the event and develop lessons learned. Lessons learned will be passed along to the 2019 RXNC-PC . At least one member of the committee will not be returning and the RXB will be looking for a new member for the 2019 committee. There was additional discussion with the RXB about the location of the National Championship and potential format changes to theevent.

- **Divisional Steward Liaison(Macoubrie)**

Ø Updates: Divisional Steward had a meeting on Nov 29th. The Divisional Stewards discussed the National Challenge and Championship formats and requested the RXB have further discussion about the format for national events movingforward.

Ø The Divisional Stewards also discussed the national database and helping regions provide data to on local events.

Ø The Divisional Steward discussed sanction form changes being made by the national office and asked to retain signature authority for sanction approvals.

They also inquired about the future of the processes moving to a more on-line basedapproach.

Ø The following Divisional Stewards were unanimously approved by the RXB for the 2019year.

- Central Division – BrianChabot
- Great Lakes Division – EdTrudeau
- Midwest Division – RobertSeelig
- Northeast Division – JimPerrin
- Northwest Division – RebeccaRuston
- Rocky Mountain Division – WillMcDonald
- Southeast Division – LeonDrake
- Southern Pacific Division – JaysonWoodruf
- Southwest Division – MikeJiang

- **Growth and Development Committee (Hamilton)**

Ø Updates: Noupdate.

4. **Oldbusiness:**

5. **Newbusiness:**

- Database update (Macoubrie) – RXB continues to work on tracking all events within the program annually and providing results from the database to the National Office, BOD, Divisional Stewards and Regional Chairs. The majority of the information has been gathered for2018.

- Awards – (Hyatt) RXB Selected annual award winners for the Dirty Cup, Spark Plug, Regional of the year, Division of theyear.

6. **Motion to adjourn: Meeting Adjourned 8:21PMCST**

1. **Next RXB Meeting January 16-17 2018.**

## QUICK LINKS

The following items have been removed from regular inclusion in Fastrack News and can be found on SCCA's website at the following links:

RALLY

Forms:
http://www.scca.com/downloads/

RallyCross Rulebook:
http://www.scca.com/pages/rallycross-cars-and-rules

Road Rally Rulebook:
http://www.scca.com/pages/roadrally-rules

ROAD RACING

SCCA National Championship Runoffs:
http://www.scca.com/runoffs

Accredited Driver Licensing Schools:
http://www.scca.com/pages/driver-s-school-w-table

Forms:
http://www.scca.com/downloads/

Technical Forms:
http://www.scca.com/pages/cars-and-rules

General Competition Rules (GCR):
http://www.scca.com/pages/cars-and-rules

SOLO

Tire Rack SCCA Solo National Championships:
http://www.scca.com/solonats

Forms:
http://www.scca.com/downloads/

Rulebook:
http://www.scca.com/pages/solo-cars-and-rules

SCCA NATIONAL CONVENTION

Event page:
https://www.scca.com/convention

EVENT CALENDAR:

SCCA Events:
http://www.scca.com/events/

Fastrack news official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED February 2019

## SOLO EVENTS BOARD

SOLO EVENTS BOARD | January 8th

The Solo Events Board met by conference call January 8th. Attending were SEB members Brian Conners, Mike Brausen, Bob Davis, Zack Barnes, Keith Brown, Mark Scroggs, and Marshall Grice; Jason Isley, Charlie Davis, and Chris Albin of the BOD; Doug Gill and Howard Duncan of the National Staff. These minutes are presented in topical order rather than the order discussed. **Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is 1/1/2020.**

Comments regarding items published herein should be directed via the website www.soloeventsboard.com

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| Road Rally | NONE |
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## Member Advisories

### Street Category

#25791 Convert Porsche PASM suspension to X73 option

Per the SAC, package conversions must be complete, per 13.0. See section 13.2.a on comfort and convenience for the otherwise non-functional button.

### Solo Spec Coupe

#25831 Allow Roll Bar/ Roll Cage

Per the SEB, 3.3.2 applies to all categories, not just Street. It would be compliant for you to use a roll bar in your SSC car.

### Street Touring Category

#25584 Modification Allowance

Section 14.10.D allows for replacement of the factory exhaust manifold with alternate units. There is no allowance to remove the Secondary Air Pump (SAP) as part of the ST category rule set. However, the SAP may be disconnected from the exhaust manifold while utilizing the allowance for alternate exhaust manifolds. It may be possible to code out any SAP related CELs (Check Engine Lights) utilizing the ECU allowances in 14.10.F.

### Prepared Category

#26043 Modification to Trunk Floor Clarification

The PAC would like to emphasis that the rules use the word “similar” for replacement panels. This does not mean the exact shape and dimensions of the OE panel need to be followed.

### Modified Category

#25683 Modified Advisary Committee

The SEB has approved the addition of Jesus Villarreal to the MAC.

#25851 MAC opening

The SEB has approved the addition of Eric Clements to the MAC.

#26252 Committee Personnel

The SEB thanks Peter Raymond and Chris Pruett for their service as members of the MAC.

## Change Proposals

### Street Touring Category

#25497 Clarification on Catalytic converters

The STAC is seeking membership feedback on a revision to the ST* catalytic converter rules. This is not intended to be a change in the allowance but instead provide for a clearer explanation of the allowance with regards to where replacement cats may be located within the exhaust system.

Modify 14.10.E as follows:

~~Any catalytic converters are allowed. Catalytic converters must attach within 6" (152.4 mm) of the original unit. Multiple catalytic converters may be replaced by a single unit. The inlet of the single replacement converter may be located no further downstream than 6" (152.4 mm) along the piping flow path from the original exit of the final OE converter.~~

*Any catalytic converters are allowed with the following constraints. Multiple catalytic converters may be replaced by a single unit. The inlet(s) of the replacement converter(s) must be located between the cylinder head and a point 6" (152.4mm) further along the exhaust flow path from the original exit of the final OE converter.*

The extents of an OE converter are defined by the expansion chamber in which the catalyst is contained, regardless of placement within larger exhaust sections. Replacement converters must have a minimum catalyst density of 100 cells per inch and minimum substrate length of 3" (76.2 mm).

### Prepared Category

#25235 ABS/Traction Control/Stability Control in Prepared

In an effort to keep the Prepared rule set current with the technology of modern vehicles, the PAC is requesting member feedback on the following changes.

In 17.6 BRAKES:

Brake systems, including calipers, caliper mounts, disks, drums, lines, backing plates, pedals, boosters, master cylinders, handles, proportioning devices, pads, linings, *Anti-lock Braking Systems,* etc. are unrestricted except for Section 3.3.3 requirements and as follows:

A. Brake rotors/drums shall be located in the original position (i.e., inboard vs. outboard).

B. Brake rotor/drum friction surfaces must be ferrous metal. Carbon or ceramic composite brake rotors/drums are expressly prohibited.

~~C. Addition, replacement, or modification of Anti-lock Braking Systems (ABS) is prohibited. The standard system may be removed in its entirety or disabled electrically in a manner not readily accessible while driving, but not altered in any other way. Sensors and computers are considered part of the ABS system and may be not altered nor relocated.~~

*17.9.F Any traction or stability control systems are permitted.*

In Appendix A – (XP) Prepared:

~~4. Brakes~~

~~Anti-lock braking systems (ABS) may be added, replaced, removed, or modified. The use of ABS including original equipment incurs an ABS weight adjustment. ABS providing traction and/or stability control in any form will also incur a traction/stability control weight adjustment.~~

8.b. Minimum Weight Calculations

All listed weights are without driver. All weights are calculated based on displacement as listed above. Example: Weight for a RWD car with a 1796 cc Turbo engine and 51% of the weight on the rear axle is 13*50* + [(1.796 x 1.6) x (200 + 20)] = 1982 lbs.

Forced Induction Engine Displacement (lbs.)

FWD.....13*50* + 150 per liter

RWD.....13*50* + 200 per liter

AWD.....13*50* + 250 per liter

Normally Aspirated Engine Displacement less than 4.0L (lbs.)

FWD.....12*50* + 150 per liter

RWD.....12*50* + 200 per liter

AWD.....12*50* + 250 per liter

Engine displacement of 4.0L or greater (lbs.)

FWD.....16*50* + 50 per liter

RWD.....16*50* + 100 per liter

AWD.....16*50* + 150 per liter

Regardless of the weight formulas above, no car shall be required to weigh more than 2300 lbs. before applicable weight adjustments.

Weight Adjustments (lbs.)

~~ABS (anti-lock braking system).+ 50~~

~~TSC (traction/stability control).+ 50~~

Active/reactive suspension.....+ 100

Greater than 51% of weight on rear axle.....+ 20 per liter

In Appendix A – (CP) Prepared:

~~Traction control/stability control may not be added to a car which was not equipped with an OE traction/stability control system. OE systems may be retained, but may not be replaced or modified in any way other than removal.~~

## Not Recommended

### Street Category

#25231 Please classify Lamborghini Huracan in SS

The SAC does not believe the Huracan is a good fit for SS.

#25464 Wheel Offset Allowance in Street Category

The SEB believes the current tolerance is sufficient.

#25621 Move WRX (non-Sti) to GS

Thank you for your input. Please see the response to #22696 in the December

Fastrack. The SAC feels the 2009 and later WRX with the extra power and wheel width is appropriately classed in DS.

#25740 2019 Subaru WRX STI Series.Grey Should Be in DS

Thank you for your input. The SAC believes the gearing change in the 2019 models makes it appropriate to leave this car in BS. Please see the response to letter 25694 in the January Fastrack.

#25757 Class the C7 GrandSport in AS

Thank you for your input. The SAC believes the C7GS is appropriately classed at this time.

#25768 Move Mazda RX-8 to DS from CS

Thank you for your input. The SAC believes the RX-8 is appropriately classed.

#25769 Classification of 2019 Mazda MX5 ND2

Thank you for your input. The SAC believes the ND2 is appropriately classed.

#25827 Move Base C6 Corvette to BS

Thank you for your input. The SAC believes the base C6 is appropriately classed at this time and we will continue to monitor the performance of the recent changes to BS.

#25907 Baby P-cars to CS

Thank you for your input. The SAC believes the Caymans are appropriately classed at this time but we will carefully monitor the relative performance of BS and CS.

#25921 Move BMW 128i to G Street

Thank you for your input. The SAC will continue to monitor the competitive balance in GS.

#25934 New Underdogs in D Street with the New Changes Proposed

Thank you for your input. The SAC believes the Audi TT is appropriately classed.

**SSR**

#25728 Addition of the 2018 Audi TT RS to SSR

Thank you for your input. The SAC does not believe the 2018 TT RS fits within the spirit of SSR.

#25761 Classification of 2018 & up Chevy Camaro ZL1 1LE

Thank you for your input. The SAC believes this car exceeds the performance parameters of SSR.

**Solo Spec Coupe**

#25102 Please create a new spec class for the NC miata

Thank you for your input. The SEB is not considering new spec classes at this time.

#25455 Brake Ducts For SSC

Thank you for your input. The SEB is not considering additional modification allowances for SSC at this time.

#25906 ECU Tuning Allowance

Thank you for your input. The SEB is not considering additional modification allowances for SSC at this time.

**Street Touring Category**

#25271 Get rid of lightweight batteries in ST*

Thank you for your input. The STAC does not believe this change is necessary.

#25597 1994-1997 Miata to STS

Thank you for your input. STS continues to be a popular class in its current form and the STAC is hesitant to introduce new cars to the class that would upset the existing competitive balance.

#25817 Removal of soft top when roll bar installed.

Thank you for your input. The STAC does not support an allowance for removal of components in order to lighten vehicles with roll bars installed.

#25818 Please class the Model 3 (including performance) in ST*

Thank you for your input. With Tesla making mid-year hardware and software changes to vehicles the STAC is hesitant to class the Model 3. There are other electric vehicles classed in the ST category from manufacturers that follow a more traditional (and predictable) model refresh strategy. The STAC will continue to monitor interest in the Model 3 among the membership.

#25753 Mini Cooper S should stay in STX class

Thank you for your input. The 1st gen Cooper S (and JCW) are remaining in STX.

**Prepared Category**

#25819 DP/EP/FP Limited Prep Engine Proposal

Thank you for your input. The PAC wishes to let the current engine swap allowances settle, before we introduce additional engine swap options.

**Other Items Reviewed**

**Street Category**

#25758 2019 hyundai veloster n model classification

Please see the response to 25470 in the January 2019 Fastrack.

#25789 Focus RS & Subaru STI

Thank you for your input. The SAC will monitor the recent changes to DS.

#25847 BS Proposed Car Moves - To Include 2019 Model Year Vehicles?

The 2019 rule book will be updated as appropriate to reflect the model year information for 2019 cars.

#25889 Proposed Muscle cars from AS to BS

Thank you for your input. The SEB and SAC believe it is best to evaluate the effects of recent changes to BS before making further additions. These changes were implemented following evaluation of member input over the course of a year, and they are believed to be a good fit at this time.

#25898 Muscle Cars to B Street

Thank you for your input. These changes were for the 2019 listings. Please see the response to #25889.

#25920 Regarding BS Moves

Thank you for your input.

#25919 Proposal for Input to move BMW M3 ZCP to BS

Thank you for your input. The SAC and SEB appreciate and continue to consider

member comments on this issue, and are not ready to render a final decision at this time.

#25989 Subaru WRX to GS

Thank you for your input.

**Solo Spec Coupe**

#25422 Recommending no changes to SSC in 2019

Thank you for your input.

**Modified Category**

#25874 Vacancies on MAC

The SEB and MAC thank the member for the application. The positions have been filled.

**Handled Elsewhere**

**Street Category**

#25232 Please classify Lamborghini Huracan in SS

Please see the response to #25231.

#25373 2019 BMW M2 in BS

Please see the response to #25179.

#25518 Please class the 2019 M2 Competition

Please see the response to #25179.

#25852 In repsonse to feedback about e92 m3 classing #25430

Please see the response to #25919.

#25850 Opposition to Proposal 25430 - E9x M3 Competition to BS

Please see the response to #25919.

#25855 #25430 Move BMWs out of the stock pony car class to BS

Please see the response to #25919.

#25863 Keep the M3 ZCP in FS

Please see the response to #25919.

#25864 E9x M3 to BS

Please see the response to #25919.

#25866 M3 E92 stability. Comp package or otherwise.

Please see the response to #25919.

#25867 M3 E92 stability. Comp package or otherwise.

Please see the response to #25919.

#25868 M3 E92 stability. Comp package or otherwise.

Please see the response to #25919.

#25870 25430 Move BMWs out of the stock pony car class to BS

Please see the response to #25919.

#25876 Do Not Move E9x M3 Competition Package Out of FS

Please see the response to #25919.

#25881 25430 Move BMWs out of the stock pony car class to BS

Please see the response to #25919.

#25895 E9x Comp Pack from FS to BS

Please see the response to #25919.

#25897 Opposition to the proposed e9x M3 ZCP FS to BS move.

Please see the response to #25919.

#25903 #25430 Move BMWs out of the stock pony car class to BS

Please see the response to #25919.

#25910 Competition M3s to BS

Please see the response to #25919.

#25912 M3 Change Proposal - Keep FS As-Is

Please see the response to #25919.

#25917 Against E9x M3 move

Please see the response to #25919.

#25930 Feedback on issue #25430 (Move E9x M3 to BS)

Please see the response to #25919.

#25931 Bmw M3 e92 zcp re-class

Please see the response to #25919.

#25938 BMW E9x M3 with competition package

Please see the response to #25919.

#25959 Oppose Re-classing the BMW E9x Competition to B-Street

Please see the response to #25919.

#26002 Feedback for Letter #25430

Please see the response to #25919.

#25780 Hyundai veloster n

Please see the response to #25740 in the January Fastrack.

**Prepared Category**

#25820 ABS decision

Please review proposal 25235, elsewhere within this Fastrack.

## Tech Bulletins

**Street Category**

#25179 Request to class the 2019 BMW M2 Competition

Per the SEB, please add the following to Appendix A:

AS

BMW

*M2 Competition (2019)*

Comment: the SEB prefers to evaluate the effects of recent classing changes involving BS before adding a model of this level of capability.

#25911 Car classifications

Per the SAC, please add the following cars to Appendix A:

FS

Infiniti

*Q50S (2014-2019)*

GS

Buick

*Regal (all)(2014-2019)*

**Street Prepared Category**

#25304 Please class Gen6 Camaro SS in SP

Per the SPAC, please add the following new listings to Appendix A, effective immediately upon publication:

ESP

Chevrolet, Pontiac, Buick, Oldsmobile

*Camaro (2.0, 2016-2019)*

*Camaro (3.6, 2016-2019)*

*Camaro (6.2 NA, 2016-2019)*

## CLUB RACING BOARD

CLUB RACING BOARD MINUTES | January 2, 2019

The Club Racing Board met by teleconference on January 2, 2019. Participating were Peter Keane, Chairman; David Arken, John LaRue, Kevin Fandozzi, Sam Henry, Tim Myers, Tony Ave, Steve Strickland, Peter Jankovskis and Shelly Pritchett, secretary. Also participating were: Bob Dowie, and Marcus Meredith, BoD liaisons; Rick Harris, Road Racing Technical Manager, Scott Schmidt, Road Racing Assistant. The following decisions were made:

**Member Advisory**
**None**

**No Action Required**
**SR General**
1. #26184 (Formula/Sports Racing Committee) Add Dave Weitzenhof to Formula/Sports Racing Advisory Committee
Thank you for your request. The CRB appoints Dave Weitzenhof to the FSRAC.

**GCR**
1. #25615 (Chris Wilhelm) Align seat belt restraint expiration with SFI foundation labeling
Thank you for your letter. The current rule is adequate as written.

2. #25799 (Scotty B White) Conduct, penalties & notification
Regarding notification of a penalty, every effort shall be made to inform the individual, but if they have left the track and do not respond to voicemails, emails or texts, the decision will be considered final.

**SM**
1. #25916 (Richard Powers) Allow updating of early 1.8 NA two piece Drive Axles to onepiece
Thank you for your letter.  Rule is adequate as written.

**Strategic**
1. #25952 (Jim Wheeler) Runoffs Trophies
Thank you for your letter. Recognition of drivers making impound at the Runoffs will be put in place.

**Not Recommended**
**F5**
1. #25815 (John W. (Jack) Walbran) Request to Reduce Motorcycle Engine Restrictors to 28mm
Thank you for your letter. The CRB does not recommend this change.

**FA**
1. #26160 (John Mosteller) Request FA Car Classification
Thank you for your letter. The CRB does not recommend this classification.

**FB**
1. #26092 (Stam Clayton) Permit carbon fiber in external panels with merger of FB into FA
Thank you for your letter. The CRB does not recommend this change.

**P2**
1. #26110 (Vaughan Scott) Oversights in Restrictor Adjustments
Thank you for your letter. The CRB does not recommend these changes at this time. The CRB will continue to monitor class performance and will make further adjustments as necessary.

**EP**
1. #25565 (Luis Rivera) Engine Components Verification
The end plates of the 12a and the 13b are too different to be considered interchangeable without impacting performance, and it is not an allowance that would be considered at this time. The allowance would modify the port timing and create a hybrid combination that never existed as an OEM assembly.

**SM**
1. #25097 (Jim Wheeler) Ride height
Thank you for your letter. The SMAC will continue to monitor the performance of the new Penske shock during the 2019 race season in regard to ride height.

2. #25909 (Richard Powers) Request for Inclusion of OEM Equ
Thank you for your letter. The SMAC does not recommend the change at this time.

3. #26064 (Juan Graziosi) Request OEM Equivalent replacement valves
Thank you for your letter. The SMAC does not recommend alternate valves at this time due to the availability and durability of the current valves offered by Mazda.

**T2**
1. #26068 (William Moore) Request to allow 2014 Chevrolet Camaro SS/1LE Cold Air Intake
Thank you for your letter. This change is not recommended as the car already produces ample power.

**T4**
1. #25975 (Don Knowles) Request to remove or reduce the restrictor size on the RX8 in T4
Recent changes have been made to T4 cars including this one. We will continue to monitor the performance and data as a result of the changes.

**Recommended Items**
The following subjects will be referred to the Board of Directors for approval. *Due to the late date of the Runoffs and the meeting schedule of the CRB and BoD, all of the recommended items will be effective 03/01/2019*. Address all comments, both for and against, to the Club Racing Board. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged. Please send your comments via the form at www.clubracingboard.com.

**AS**
1. #25734 (Matt Jensen) Request LS1 RP Power Adder
In AS, Chevrolet/Pontiac Camaro & Firebird (98-02) Restricted Prep. 5.7, add to the notes as follows:
"*GM Performance Parts camshaft Kit P/N-19355738 is permitted. May use flywheel/clutch as specified in the Full Prep American Sedan rules.*"

2. #25735 (Chris Majba) Request Performance Parity of Dodge Challenger with other RP/UP
In AS, Dodge Challenger (08-14) Restricted Preparation 5.7, add to the notes as follows:
"*Mopar Performance Parts LX LC LD Cold Air Intake System is permitted. Mopar Performance Parts camshaft stage2 Kit P/N-77072313AB is permitted.*"

3. #26037 (Matt Jensen) Request to Allow Magnum 6060 RP Replacement Transmission
In AS, Chevrolet/Pontiac Camaro & Firebird (93-97) Restricted Prep. 5.7L, add to the spec line as follows:
"*Tremec TR6060 transmission may be used as a replacement assembly for the OEM transmission. P/N-TUET11009.*"
In AS, Chevrolet/Pontiac Camaro & Firebird (98-02) Restricted Prep. 5.7L, add to the spec line as follows:

"*Tremec TR6060 transmission may be used as a replacement assembly for the OEM transmission. P/N-TUET11009.*"

**GCR**

1. #25608 (Betsy Speed) Proposed change to wording in GCR 3.5.1 regarding minors
In GCR section 3.5.1, make changes to the wording as follows:
"*a.* All participants must be properly credentialed for the event. Each adult participant must also either sign the SCCA waiver at the event or have an SCCA annual waiver on file at the National Office and present his hard card it at registration. Each minor participant must also have the event minor waiver signed by one or both parents. *If the minor, between the ages of 14 and the age of majority as determined by the law in the state of the individual's residence (typically 18 years old, varies by state), requires hazardous area credentials they must* have an executed annual minor waiver on file at the National Office and present his hard card at registration.
*b. A PARTICIPANT is one who has been permitted to compete, officiate, observe, work for, or participate in any way at an SCCA sanctioned event AND/OR being permitted to enter, for any purpose, any restricted area.*"

2. #26051 (John LaRue) Runoffs Invitations 3.7.4.A.1.a
In GCR section 3.7.4.A.1.a, add wording to Runoffs participant requirements as follows:
"Participate on track in a minimum of three *(3)* separate U.S. Major Super Tour and/or Conference event weekends and have a minimum of three *(3)* individual race starts, all in the same class. Events may be a part of any Conference.

A driver may substitute two *(2)* Regional-sanctioned weekends for one *(1)* of his three *(3)* Majors weekend participation requirements. Eligible Regional weekends shall occur between January 1*st* of that year and a date not less than three *(3)* weeks prior to the start of the Runoffs or as otherwise specified in the Runoffs supplemental regulations. Endurance races are not eligible.

Drivers in the following classes may replace participation in ~~one~~ *up to two (2)* Majors weekend*s* with ~~an~~ SCCA Pro Racing weekend*s* in the corresponding class. *Drivers who substitute one (1) Majors weekend with an SCCA Pro Racing weekend must have three (3) Majors/Super Tour race starts. Drivers who substitute two (2) Majors weekends with two (2) SCCA Pro Racing weekends must have two (2) Majors/Super Tour race starts.* Drivers must request this replacement through the Club Racing Department, and pay the entry fee to ~~a~~ *the* Majors event*(s)* of their choice, to be collected and distributed by SCCA."

**SM**

1. #25914 (Richard Powers) Request 9.1.7.C.7.d. Mirror Mounting: Increase 6 inch limitation
In SM, GCR 9.1.7.C.7.d, make changes as follows.
"Mirror mounting position may be changed~~,~~ but must remain within ~~6"~~ *10*" of the original location on the exterior of the door."

2. #26122 (Spec Miata Committee) SM Wet Tire
In SM, GCR Section 9.1.7.C.5, make changes and add new section as follows:
Wheels~~/Tires~~
"Any wheel/tire may be used within the following limitations:
a. Required rim diameter is fifteen (15) inches. Maximum rim width is seven (7) inches. Minimum weight of wheel shall be 13 lbs without spacers. All four wheels must be the same dimension including offset.
b. All wheels must be one-piece metal castings (not multi-piece wheels, bolted, riveted or welded together).
~~c. Tires 1. Regional and Majors Competition~~
~~All cars shall use the P205/50ZR15 Hoosier "SM7" Spec Miata Dry or the P205/50R15 Hoosier "H2O" Spec Miata Wet tires.~~
c. The front track shall not exceed 1450 mm. The rear track shall not exceed 1475 mm *as*

*measured per Appendix G, Measuring Track.*
*d. Aftermarket wheel studs, lug nuts, and wheel spacers are permitted. If spacers are used they shall be no greater than 13mm and equal per axle.*
*e. Tire tread (that portion of the tire that contacts the ground under static conditions) shall not protrude beyond the fender opening when viewed from the top perpendicular to the ground. To determine compliance, the vehicle should be rolled through a powdered substance, as raced with driver, in order to indicate the tire tread contact patch under static conditions."*

*"6. Tires*
*Competitors must use the official SM Dry tire or SM 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.*
*b. Dry: P205/50ZR15 Hoosier SM7. Required for all cars Regional and Majors competition.*

*c. Wet: P205/50R15 Hoosier SMW.*
*1. Majors competitors may use either the 205/50R15 Hoosier H2O or the 205/50R15 Hoosier SMW up until June 2nd, 2019. Effective June 3rd, 2019 all Majors/SuperTours competitors must use the 205/50R15 Hoosier SMW.*

*2. Regional competitors may use either the 205/50R15 Hoosier H2O or the 205/50R15 Hoosier SMW.*
*3. In 2020 all Regional and Majors competitors will be required to use only the 205/50R15 Hoosier SMW wet tire."*

3. #26133 (Ron Gayman) Request NB knuckle for NA
In SM, GCR section 9.1.7.C.3, add new section as follows:
"*T. NA 90-97 cars may use the OEM Mazda 99-05 (NB) model year rear uprights. NA Cars upgrading to the OEM Mazda NB rear upright must use the NB rear upright on both sides of the car. Miss-matching of rear uprights is not allowed.*"

**Strategic**
1. #25936 (Marcus Merideth) Kart License Acceptance
In GCR section 4.3, add Karting Licensing as follows:
*".6 Karting License*
*Divisional licensing administrators may consider karting experience toward a full competition license. Organizations with robust licensing processes (ie. SKUSA) will be considered for automatic issuance of a full competition license. Ease of entry via this path will be promoted within SCCA and to karting groups through all available communication resources."*

2. #26055 (SCCA Staff) Create Vintage Sanction/Allow GCR classes to run Vintage races
In GCR section 3.1.4., make changes as follows:
"Vintage/Historic races *are exhibition events and not intended to be competitive. Vintage/ Historic races may be stand-alone or* may be included on *as part of an* SCCA *sanctioned Regional or Conference Majors event weekend* ~~programs~~ under the following conditions:

*A.* The Vintage/Historic event is provided for *under a Vintage* ~~in the~~ sanction and Supplemental Regulations.

*B. Vintage/Historic events are run under the 13/13 rule.*

a. *At a minimum any participant being found at fault in an accident will be put on a probation for a recommended 13 months. Any participant being found at fault in an accident while on probation will be excluded from further participation and suspended from competition for 13 months.*

*C.* Each driver is an SCCA member holding an SCCA Full Competition License, SCCA Pro License, Vintage License or an SCCA Novice Permit as provided in AppC.2.7.D. and F., or an SCCA approved license.

The following organizations' licenses are currently approved by SCCA for competition in Vintage/Historic events:
1. Classic Sports Racing Group (CSRG)
2. Historic Sportscar Racing (HSR)
3. Society of Vintage Racing Enthusiasts (SOVREN)
4. Sportscar Vintage Racing Association (SVRA)
5. Vintage Auto Racing Association (VARA)
6. Vintage Motorsports Council (VMC) and VMC member organizations
7. Vintage Driver's Club of America (VDCA)

Please direct any questions about licenses to the ~~Club~~*Road* Racing department in the National Office.

*D.* All Vintage cars must conform to Appendix Z of the SCCA Vintage Competition Rulebook (VCR), publication #5684 dated March 2005. Roll cages as defined in Appendix Z of the current VCR are required in all production cars considered model year 1973 or later. There is no requirement for cars from model year 1972 or earlier to have roll cages; however, members are encouraged to install roll cages in such cars where satisfactory installation can be achieved. At a minimum, roll bars are required for production cars from model year 1972 or earlier. Where allowed, roll bars must conform to Appendix Z of the current VCR. Driver restraint systems must meet current GCR requirements.

Driver restraint systems must meet current GCR requirements. Driver window safety net or arm restraints are required in closed cars. Open cars require arm restraints.

*E.* Vintage/Historic cars shall not be allowed to be grouped with any other SCCA racing classes *in SCCA Regional and U.S. Majors Tour events* (except in a Driver's School).

*F. Vintage/Historic sanctioned race groups may include non-vintage classes.*"

In GCR Appendix B 1.4.2., make changes as follows:
"H. Vintage cars may not be grouped with any other type of cars *at SCCA Regional or U.S. Majors Tour events but may be combined* ~~except~~ at Drivers' Schools.
*I. Vintage/Historic sanctioned race groups may include non-vintage classes.*"
In GCR Appendix C, Table 1, make changes to Vintage Renewal OTHER as follows:
"Results of ~~2~~ *1* Vintage Race~~s~~ or ~~2~~ *1* SCCA Regional Race~~s~~ from the prior 12 months."
In GCR Appendix C, Table 1, make changes to Full Competition Renewal OTHER as follows:
"Results of 1 SCCA U.S. Majors Tour or Regional Sanctioned Race/*Vintage/*Pro/FIA weekend per year."

Note from the CRB:
Current rules prohibit modern GCR classes from running in vintage-based run groups. This recommendation allows for special events (anniversaries, celebrations, etc.) to blend modern vehicles with vintage vehicles, but keeping the spirit of vintage racing where the focus is on

exhibition rather than competition. The creation of a vintage sanction type differentiates the rules each run group on a weekend are run to. Since sanction/insurance/VIP fees are based on a per-entry basis, this will not introduce additional fees or paperwork to a host Region. The introduction of 13/13 aligns with the common practice of other vintage organizations, making SCCA events more relevant in that market.

## Taken Care Of

### F5

1. #25939 (Russell Strate Jr) Request for Adjustments
Thank you for your letter. Please see the response to letter #25815.

2. #26016 (H. Cory McLeod) Request for Competition Adjustment in F5
Thank you for your letter. Please see the response to letter #25815

### FB

1. #26077 (Tim Pierce) I agree with letter #25981
Thank you for your letter. Please see the response to letter #25611, January 2019 Technical Bulletin.

2. #26142 (Jose gerardo) Opposes #25981 FB engine rules/class combination of FA and FB
Thank you for your letter. Please see the responses to letters #25611, January 2019 Fastrack Technical Bulletin, and #25823, January 2019 Fastrack Minutes.

3. #26171 (Tim Pierce) Elimination of FB input
Thank you for your letter. Please see the response to letter #25823, January 2019 Fastrack Minutes, which the Board of Directors approved as recommended in its December 2018 meeting.

4. #26182 (Mike Meyers) Opposes the elimination of the FB class
Thank you for your letter. Please see the response to letter #25823, January 2019 Fastrack Minutes, which the Board of Directors approved as recommended in its December 2018 meeting.

### GT2

1. #25333 (marvin epps) 2010 Cayman Street Tuner Into an STO Car
Thank you for your letter. This is taken care of in letter #26029. See January Fastrack.

### EP

1. #25862 (Alex Hollenbeck) Supports Drivers Seat Floor Pan Modification
Thank you for your letter. Please reference letter 25426 in the December 2018 Fastrack.

### Prod General

1. #25857 (Phillip Hollenbeck) Support for Letter #25426
Thank you for your letter. Please reference letter 25426 in the December 2018 Fastrack.

2. #25977 (Phillip George Hollenbeck) Supports Letter # 25426 Allow Drivers Seat Floor Pan Modification
Thank you for your letter. Please reference letter 25426 in the December 2018 Fastrack.

## What Do You Think

**None.**

## RESUMES

**None.**

## TECH BULLETIN

DATE: January 20, 2019
NUMBER: TB 19-02
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 2/1/2019 unless otherwise noted.

### American Sedan
### AS
1. #26224 (American Sedan Committee) SMG Mustang eligibility in American sedan
In AS, classify the SMG as follows:
See Race Memo 19-01

| AS | Wheel-base | Gear Ratios Std. (or Alt.) | Brakes (Max) (in/mm) | | Notes: |
|---|---|---|---|---|---|
| *Spec Mustang (SMG)* | *107.1* | *3.73* | *355mm (F) 300mm (R)* | *3400* | *Must meet all requirements of Spec Mustang rules located in Appendix M. No other AS allowances may be used if the car is running under the SMG ruleset.* |

### B-Spec
### None

### Formula/Sports Racing
### FA
1. #25814 (Club Racing Board ) FA MZR 2.0 Engine Specification
In FA Table 2, Swift 014-Mazda MZR 2.0, make changes to the notes as follows:
"~~Sealed engine sourced by Elite Engines~~ *Block must be OE Mazda MZR 2.0 liter casting #LF95, maximum bore 3.455". Crankshaft must be forged Mazda OE 2 liter marked "fomoco" DBE8Z31E, maximum stroke 3.270", minimum rod journal diameter 1.830", minimum main journal diameter 2.026", minimum weight 31.5 lbs. Connecting rods must be magnetic steel; maximum rod length 5.760", minimum weight with fasteners 530g. Maximum compression ratio 13.1:1. Piston minimum weight 320g, maximum dome height from quench area .125". Wrist pin minimum diameter .825", minimum weight 83g. Head must be OE Mazda 2.0 liter MZR, part #LF9G-10-090A, casting #6M8G, with minimum chamber volume 40.5cc; ports must be as cast beginning 1.2" from valve seat insert. Valves must be steel; minimum stem diameter 5.45mm, maximum head diameter 1.402" (intake) and 1.21" (exhaust). Camshafts must be Kent DTEC 80 or Mazda Speed PN 1410001I (intake) and PN 141001E (exhaust), maximum lift .478" (intake) and .446" (exhaust), maximum duration 260 degrees at 1mm lift (intake) and 256 degrees at 1mm lift (exhaust). Intake manifold must be unmodified Elan DP02-60-003 or Mazda Speed equivalent Elite USF2015AT, 1.882" maximum bore diameter at throttle plates. Aluminum spacer must be used between intake manifold and cylinder head castings; minimum spacer length 2.200". Exhaust header may be Pro Fab PN P97819 or Pro Fab PN 100002-01 and must use Pro Fab PN H0503 flange. Collector must be 4-into-1 design. Maximum primary pipe OD 1.75", maximum tail pipe OD 2.5". The CRB reserves the right to implement a requirement that engines be submitted for dyno testing and sealing at any time. If implemented, engine performance will be compared to known specimens. Engines will be denied a seal if they test above 102% of the standard power and torque curve and will be ineligible for competition until power is corrected and the engine is sealed. The participant will be responsible for all costs of dyno testing and delivery. This provision is included to dissuade the competitors from exploiting the rules and expending funds to maximize performance of a budget minded engine option.*"

2. #26063 (Club Racing Board ) FA 016 weight increase
In FA Table 2, Swift 016 2.3 liter Mazda Duratec spec line, change the weight as follows:
"~~1420~~ *1450*"

In FA Table 2, Swift 016 2.5 liter Mazda spec line, change the weight as follows:
"~~1420~~ *1450*"

**FF**
1. #25810 (Sandy Shamlian) Request for Oversize Honda Fit Pistons
In GCR section 9.1.1.B.14.b.2, make changes as follows:
"Honing of cylinders is permitted to a maximum diameter of ~~73.065~~*73.315*mm (~~2.8766~~*2.8864* inches). Fitting of cylinder sleeves is prohibited. ~~Re-boring to over size is prohibited.~~"
In GCR section 9.1.1.B.14.e, make changes as follows:
"1. Honda Fit OEM standard size pistons, PN: 13010-RB1-000*, or Honda Fit OEM 0.25mm oversize pistons, PN: 13020-RB7-Z00,* ~~must~~*may* be used.
~~2. The use of over size pistons is not permitted.~~
~~3.~~*2.* Piston dimensions and weights:
a. Maximum standard piston diameter, measured at a point 16mm from the bottom of the skirt: ~~72.990~~*73.240*mm (~~2.8736~~*2.8834* inches)."
"~~4.~~*3.* Piston rings must be as used in the Fit engine. Two compression rings and one 3 piece oil control ring must be used.
a. The standard ring pack*,* PN 13011-RB1-004 (Riken) or 13011-RB1-006 (Nippon)*, or the oversize ring pack, PN 13021-RB7-Z01 (Riken) or 13021-RB7-Z02 (Nippon), may be used*."

2. #26102 (Club Racing Board ) Heat Shield - Fit Intake
In GCR section 9.1.1.B.14.k.2, add a new subsection as follows:
"*b. No coating is permitted on the exterior or interior of the manifold. A thermal wrap may be used on the exterior of the manifold, but it must be easily removable for inspection of the manifold.*"
3. #26158 (John LaRue) Request catch cans/tanks clarification
In GCR section 9.3.14, make the following changes:
"Cooling systems shall be equipped with coolant catch tanks ~~with a minimum capacity of 1 US Pint~~ *to prevent the spillage of coolant onto the racing surface. An oil catch tank with a minimum capacity of one U.S. quart may also serve as the coolant catch tank*, except *for* cars that are equipped with working OEM pressurized coolant reservoirs, which may use an additional catch tank. *If the coolant catch tank is separate from the oil catch tank, the coolant catch tank shall have a minimum capacity of one U.S. pint.*"
In GCR section 9.3.37, make the following changes:
"Oil holding tanks and engine breathers, whether directly or indirectly ventilating the crankcase, and all transmission/transaxle breathers shall be equipped with oil catch tanks. *The oil catch tank may also serve as the coolant catch tank.* Minimum catch tank capacity shall be one U.S. quart for the engine*,* ~~and~~ transmission/transaxle*, and cooling system*. Oil holding tanks and oil filters may be mounted in the driver/passenger compartment."

**FV**
1. #26008 (Mike Kochanski) FV Intake Manifold Clarification
In GCR section 9.1.1.C.5.D.20.b, clarify the measurement location as follows:
"Horizontal tube: The O.D. of the horizontal tube shall be measured at four different locations on each side of the down tube. The area to be measured on each side of the down tube is defined as being between *the bend and a point that is* 1.500" ~~and 8.000"~~ from the center of the down tube connection ~~on the short side, and between 1.500" and 8.500" from the center of the down tube connection on the long side~~*, all measurements to be within the 17.75" bend-to-bend distance as noted below*."

**P1**
1. #26144 (Formula/Sports Racing Committee) Correct errors in GCR section 9.1.8.C.J

In P1, GCR section 9.1.8.C.J, make corrections as follows:
"6. Engines not specified in the table~~s above~~ *below* are not permitted in P1."
"7. Any ECU utilizing *ETC/*FBW/DBW ~~ETC~~ throttles~~,~~ must use dual output pedal position sensors*[add space]*(or other ECU required fail-safes) and be capable of detecting a fault and limiting throttle activation."

**GCR**
**None**

**Grand Touring**
**None**

**Improved Touring**
**None**

**Production**
**None**

**Spec Miata**
1. #25602 (Ralph Provitz) Request 99-00 replacement Wire harnesses
In SM, GCR section 9.1.7.O, add new section and wording as follows:
"*2. ECU to Engine Harness (Mazda P/N - 0000-10-020E-99) and Injector Harness (Mazda P/N 0000-10-080D-99) may be used on 1999 and 2000 model year cars. They must be used in their entirety and may not be modified in any way.*"

2. #25913 (Richard Powers) Organize and Clarify 9.1.7.C.1.o.
In SM, GCR section 9.1.7.C.1.0, remove the entire section and replace with new format and wording as follows:
~~**Electrical Equipment**~~
~~1. The ECU and engine electrical harness must be as supplied by Mazda. No modifications are permitted. The ECU maps and inputs must not be modified. Chips may not be replaced. The OBDII diagnostic port must be operational in all 1996-2005 cars.~~

~~2. Ignition coils must be stock Mazda parts. No modifications are permitted.~~

~~3. All sensors related to engine operating parameters must be used and must be stock Mazda parts. These sensors and their locations and mounts, and their wiring harness leads may not be altered except as allowed in subsection 9 below. Any sensors required for analog type gauges must be in addition to the Mazda sensors. Data acquisition sensors may be added. Relocating the oil pressure sending in order to install an oil pressure gauge is permitted. On 96-05 cars a single fixed bracket may be installed to support and secure the crank position sensor (CPS) in its stock location. The bracket may only attach to the CPS, the CPS mounting~~

~~bolt, and the closest oil pump threaded mounting hole and must serve no other purpose.~~
~~4. The alternator may be OEM equivalent. The alternator drive pulley must be stock. The alternator~~
~~must not be disabled in any way. Spark plugs and spark plug wires may be substituted. Ignition timing is unrestricted within stock adjustment capability.~~

~~5. Batteries may be replaced with those of an alternate manufacturer, provided they are of similar~~
~~amp-hour capacity, size, and are fitted in the standard location. Batteries shall weigh 18.0-28.0 lbs. Additional battery hold-down devices may be used and are strongly recommended.~~

~~6. For 1999-2005 model years only, it is permitted to alter the ignition timing either by elongating~~
~~the mounting holes of the stock crankshaft position sensor trigger wheel or by replacing it~~

~~with the Mazda adjustable trigger wheel, part number 0000-10-5100-AJ. Fasteners (including upsizing) are open for pulley/timing plate attachment.~~

~~7. It is permitted to remove all components of the cruise control system.~~

~~8. It is permitted to remove the horn.~~

~~9. An electrical pigtail ranging from 3" to 6" in length and terminated with any 3 pin electrical connector may be soldered and potted to the OEM cam sensor for the purpose of correcting a known issue with the factory connection. The factory harness connector may be removed and replaced with the appropriate mating connector.~~

~~10. Auxiliary control of the radiator cooling fan may be added to power the fan independent of the~~
~~ECU. OEM control of the fan must remain functional.~~

o**. Electrical Equipment**
1. Batteries may be replaced with those of an alternate manufacturer, provided they are of similar
amp-hour capacity, size, and are fitted in the standard location. Batteries shall weigh 18.0-28.0 lbs. Additional battery hold-down devices may be used and are strongly recommended.

2. The alternator may be OEM equivalent. The alternator drive pulley must be stock. The Alternator must not be *externally regulated or disabled in any way other than by the OEM production ECU/Wiring circuit and Master Kill switch.*

3. Ignition coils must be stock Mazda parts. No modifications are permitted. Spark plugs and spark plug wires may be substituted. Ignition timing is unrestricted within stock adjustment capability. For 1999-2005 model years only, it is permitted to alter the ignition timing either by elongating
the mounting holes of the stock crankshaft position sensor trigger wheel or by replacing it with the Mazda adjustable trigger wheel, part number 0000-10-5100-AJ. Fasteners (including upsizing) are open for pulley/timing plate attachment.

4. The ECU, *engine and emission* electrical harness*es* must be as supplied by Mazda. No *circuit* modifications are permitted. The ECU maps and inputs must not be modified. Chips may not be replaced. The OBDII diagnostic port must be operational in all 1996-2005 cars. *Damaged harness wires and/or connectors may be repaired by splicing of OEM equivalent connectors and leads.*

5. All sensors related to engine operating parameters must be used and must be stock Mazda parts. These sensors and their locations and mounts, and their wiring harness leads may not be altered except as allowed in subsection *6* below. Any sensors required for analog type gauges must be in addition to the Mazda sensors. Data acquisition sensors may be added. Relocating*/removal of* the oil pressure sending *unit* in order to install an oil pressure gauge is permitted. On96-05 cars a single fixed bracket may be installed to support and secure the crank position sensor (CPS) in its stock location. The bracket may only attach to the CPS, the CPS mounting bolt, and the closest oil pump threaded mounting hole and must serve no other purpose.

6. An electrical pigtail ranging from 3" to 6" in length and terminated with any 3 pin electrical connector may be soldered and potted to the OEM cam sensor for the purpose of correcting a known issue with the factory connection. The factory harness connector may be removed and replaced with the appropriate mating connector.

7. It is permitted to remove the horn.

8. It is permitted to remove all components of the cruise control system.

9. Auxiliary control of the radiator cooling fan may be added to *activate* the fan independent of the ECU. OEM control of the fan must remain functional.

3. #26123 (Spec Miata Committee) Strike Tire Tread Language
In SM, GCR section 9.1.7.C.5, remove the section as follows:
~~e. Tire tread (that portion of the tire that contacts the ground under static conditions) shall not protrude beyond the fender opening when viewed from the top perpendicular to the ground. To determine compliance, the vehicle should be rolled through a powdered substance, as raced with driver, in order to indicate the tire tread contact patch under static conditions.~~

**Strategic**
**None**

**Super Touring**
**None**

**Touring**
**T3**
1. #26170 (Derrick Ambrose) Request correction on brake sizes
In T3, Mazda Mazdaspeed 3 (07-09), make corrections to the brakes as follows:
"(F) ~~300~~ *320* Vented Disc (R) ~~280~~ *300* Solid Disc"
In T3, Mazda Mazdaspeed 3 (10-13), make corrections to the wheelbase as follows:
~~"2309~~ *2639*"
T4
1. #26129 (James Coughlin) 2012-2015 Honda Civic Si Performance Request
In T4, Honda Civic Si (12-13), add to the notes as follows:
"*Sway bars up to 32mm front and rear permitted.*"
In T4, Honda Civic Si (14-15), add to the notes as follows:
"*Sway bars up to 32mm front and rear permitted.*"

## JUDGEMENT OF THE COURT OF APPEALS
## John Rock vs. SOM COA Ref. No. 18-21-NE
## December 28, 2018

### FACTS IN BRIEF
On October 7, 2018, following the Group 6 race at the MARRS 10 Season Finale at Summit Point Raceway, Assistant Chief Steward Fred Brinkel filed a Request for Action (RFA) asking for investigation of contact occurring at the start of the race. The RFA cited possible violations of General Competition Rules (GCR) 6.11.1. (Rules of the Road) and 2.1.4. (Reckless and Dangerous Driving) involving Improved Touring S (ITS) #0 driven by Chuck Buczeski, ITS #2 driven by Matt Littleton, and ITS #52 driven by John Rock.

The Stewards of the Meeting (SOM) Terry Hanushek, Sue King, Paula Hawthorne, and Gene Kern (Chairman) met, reviewed the evidence, heard witnesses, and determined Mr. Buczeski violated GCR 6.11.1.A. and 2.1.4. by initiating contact with Car #2 which then caused Car #0 to contact Car #52. The SOM disqualified Mr. Buczeski from the race and levied an additional penalty of Probation for three (3) race weekends. These penalties incurred four (4) penalty points on Mr. Buczeski's competition license. Mr. Rock appealed the ruling of the SOM.

### DATES OF THE COURT
The SCCA Court of Appeals (COA) Pat McCammon, Michael West, and Laurie Sheppard (Chairman) met on December 13 and 20, 2018, to review, hear, and render a decision on the appeal.

### DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Appeal letter from Mr. Rock, received December 12, 2018.
2. Official Observers Report and related documents, received December 12, 2018.
3. Video evidence from Car #82 and Car #2, received December 12, 2018.
4. Email thread between SOM and Mr. Rock dated October 15-20, 2018, received December 12, 2018.

### FINDINGS
Mr. Rock states in his petition that he is appealing the severity of the penalty assessed to Mr. Buczeski. He cites the extensive damage to two competitors' cars and his serious physical injuries diagnosed days after the event as justifying a harsher penalty against Mr. Buczeski. He also states Mr. Buczeski did not respond sufficiently to the situation.

Mr. Rock left the track prior to completion of the RFA investigation. He was notified of the outcome via email from Mr. Kern on October 16, 2018. Mr. Rock mailed his petition within ten days of notification, but other factors delayed receipt of his appeal by the COA.

The COA reviewed the available witness statements and video evidence and agrees Mr. Buczeski caused the incident involving the three vehicles. As the green flag was shown, Car #2 was on the right side of the third row, with Car #0 immediately behind and Car #52 alongside. Car #2 followed a straight line about one-half car width from the track's right edge. Car #52 began to pull ahead of Car #2, which maintained its position near the right edge of the track. Car #0 took advantage of the paved pit exit to move to the right of Car #2 in an attempt to pass. This took Car #0 outside the marked limit of the track. Car #0 continued the passing attempt beyond the pit exit by putting two wheels in the grass but moved left before clearing Car #2. As a result, Car #0's left rear contacted the right front of Car #2, turning both cars to

the left. Car #52 completed the pass of Car #2 but was then hit in the right rear by Car #0 as the latter traveled across the track. That impact caused Car #52 to spin and impact the tire wall on driver's right. Car #2 impacted the tire wall on driver's left. Only Car #0 was able to continue.

The SOM determined Mr. Buczeski bore sole responsibility for the multi-car incident and violated GCR 6.11.1.A. by failing to avoid contact with Mr. Littleton. In addition, because he exceeded the limits of the track surface while attempting to pass Car #2, Mr. Buczeski breached the rules by driving recklessly or dangerously (GCR 2.1.4.).

Mr. Rock suggests that GCR 7.2. (Range of Penalties) was not applied appropriately or fairly due to the damage caused by Mr. Buczeski. GCR 7. (Penalties) indicates that penalties are assessed for violations of the GCR or Supplemental Regulations, rather than for property damage or physical injury. The COA finds the multiple penalties assessed by the SOM were within the range of penalties allowed for the violations identified above.

**DECISION**
The COA upholds the SOM decision in its entirety. Mr. Rock's appeal is timely and well founded. His entire appeal fee will be returned with the Court's apology for the delayed hearing of his appeal.

## QUICK LINKS

The following items have been removed from regular inclusion in Fastrack News and can be found on SCCA's website at the following links:

CLUB RACING

SCCA National Championship Runoffs:
http://www.scca.com/runoffs

Accredited Driver Licensing Schools:
http://www.scca.com/pages/driver-s-school-w-table

Forms:
http://www.scca.com/downloads/

Technical Forms:
http://www.scca.com/pages/cars-and-rules

General Competition Rules (GCR):
http://www.scca.com/pages/cars-and-rules

SOLO

Tire Rack SCCA Solo National Championships:
http://www.scca.com/solonats

Forms:
http://www.scca.com/downloads/

Rulebook:
http://www.scca.com/pages/solo-cars-and-rules

RALLY

Forms:
http://www.scca.com/downloads/

RallyCross Rulebook:
http://www.scca.com/pages/rallycross-cars-and-rules

Road Rally Rulebook:
http://www.scca.com/pages/roadrally-rules

SCCA NATIONAL CONVENTION

Event page:
https://www.scca.com/events/1983542-2017-scca-national-convention

EVENT CALENDAR:

SCCA Events:
http://www.scca.com/events/

Fastrack news official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED March 2019

## SOLO EVENTS BOARD

### SOLO EVENTS BOARD | January 8th

The Solo Events Board met at the SCCA Convention January 20th and by conference call January 30th. Attending were SEB members Brian Conners, Mike Brausen, Bob Davis, Zack Barnes, Keith Brown, Mark Scroggs, and Marshall Grice; Charlie Davis, and Chris Albin of the BOD; Doug Gill and Howard Duncan of the National Staff. These minutes are presented in topical order rather than the order discussed. **Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is 1/1/2020.**

Comments regarding items published herein should be directed via the website www.soloeventsboard.com

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## Member Advisories

### Street Category

#26169 2019 Acura NSX

The 2019 NSX has already been classed per the 2019 rulebook.

#26251 SAC Position

The SEB has approved the addition of Matt Luckow to the SAC.

### Street Touring Category

#26054 What Class do I belong?

The STAC is currently holding classing decisions on the 2019 Miata in the ST category to see if additional data regarding tuning and power becomes available. Until a classing decision is made you may want to request a regional ST classing from your local regional program, or you may run in CSP under the “Sports cars under 2.0L not otherwise classed” catch-all.

### Street Modified Category

#25577 Clarification on E-Brake rule

Per the SMAC, a hydraulic emergency brake may replace a mechanical emergency brake. This hydraulic system must be separate from the primary brake hydraulic system, and shall not share fluid with the primary system.

#26152 SMAC Applications

The SEB has approved the addition of Jake Namer to the SMAC.

#26155 SMAC Application

The SEB has approved the addition of Dan Stainback to the SMAC.

## Change Proposals

### Safety

#24310 Driver Restraints and Roll Bars in Street Driven cars

The SEB is proposing the following change to wording in Section 12.

Closed Car

"A closed car is one with a full roof, a targa top-type car with a full windshield, or a T-top-type car with a full windshield.~~, or a convertible with a full windshield and a standard (as de ned herein) hardtop which has been bolted securely in place.~~"

Note: This will will affect cars currently running a hard top and full harness without a roll bar.

### Street Prepared Category

#23358 Align SP fluid cooler allowances with ST allowances

The SPAC is requesting member feedback on the following rule change proposal:

15.10.U

Any transmission *and/or differential* oil cooler*s* may be used. *Differential covers may be modified or substituted for cooling*.

#25346 Leaf Springs in SSP

The SPAC is requesting member feedback on the following rule change proposal. This change is being considered due to limited supply of springs for the vehicles effected.

"15.8.M *For cars originally equipped with transverse leaf springs: spring type may be changed to a coil spring. Spring perches may be added to shock absorbers for mounting coil springs in a "coilover" configuration."*

### Street Modified Category

#23106 16.1.H Rule Clarification - Rear diffusers

The SEB and SMAC are requesting further member feedback regarding the following proposed change:

Add to 16.1.K as follows:

"*Diffusers that come as a standard OE part are allowed, but may not be modified. They may be removed in their entirety to facilitate other allowed modifications. Aftermarket diffusers or other items acting as diffusers are not allowed.*"

### Prepared Category

#26099 Clarification: Radiator mount/support modification

The PAC would like member feedback on the proposed wording changes to section 17.10.O.2 and Appendix A:

In 17.10.O.2:

Any water radiator is allowed, provided there are no changes in the exterior bodywork to accommodate its use. It shall not be located in the driver/ passenger compartment. Separate expansion or header tank(s) are permitted provided they are not mounted in the driver/passenger compartment. The heater core may be removed entirely but not modified or replaced. Water radiators may be filled with water, antifreeze, and/or nonflammable liquids the purpose of which is to transfer heat and/or inhibit freezing, boiling, and/or corrosion. ~~A Corvair may use a water radiator. Other modifications which may be involved in its use are not permitted unless explicitly allowed by the contents of Section 17.~~ A radiator may be relocated so long as the other applicable items in Section 17 are not violated (e.g., the exterior

bodywork is not altered) to accommodate the change. *OE radiator support/mounts can be modified to accommodate an alternate radiator configuration.*

In Appendix A, CP:

Chevrolet

Corvair & Corvair Turbo (1960-64); weight (lbs.):.....1850

*A water radiator may be substituted. Other modifications which may be involved in its use are not permitted unless explicitly allowed by the contents of Section 17.*

Corvair & Corvair Turbo (1965-69); weight (lbs.):.....1850

*A water radiator may be substituted. Other modifications which may be involved in its use are not permitted unless explicitly allowed by the contents of Section 17.*

**Modified Category**

#25252 Footplates in B Modified

The MAC is seeking member input on the following proposal.

In Appendix A under Modified Class B, change section E.1 as follows:

"E. Aerodynamic restrictions for Sports Racers:

1. The total area when viewed from the top of front and rear wings shall not exceed 8 sq. ft. (0.743 m2). Area calculation is of *a rectangle fully enclosing* the airfoil element plan view and does not include *flat vertical* side plates, *but does include footplates and similar aerodynamic devices*. Side plate area and element profile are unrestricted."

#25046 Solo Vee carburetor(s)

The MAC is seeking member input regarding the following change proposal:

In Appendix A, Modified Class C, section C.1.a.2, change

"Any single carburetor is permitted. Multiple carburetors are prohibited."

to

"*Any single carburetor is permitted. Dual one-barrel carburetors are permitted.*"

#25570 Allow Dial a Jet modifications for FMod carbureted engines

The MAC is seeking member input regarding the following rule change proposal.

In Appendix A, under F Modified, add new subsection A.6 (and renumber subsequent sections accordingly) as follows:

"*6. External carburetor jetting devices may be used (such as Mikuni Power Jet, Dial a jet, Intelijet, Thunder Powerjet). They must be plumbed to the float bowl for the carburetor for which they are installed. Remote float bowls are not allowed.*"

**Handled Elsewhere**

**Street Category**

#25748 Electronic shock tuning - Don't open Pandora's box!

Please see the response to #25746

#25763 Feedback on shocks letter 22772

Please see the response to #25746

#25767 Please No Active Damper Programming in Street

Please see the response to #25746

#25860 December FT - Member feedback requested on shock controllers

Please see the response to #25746

#25924 Please do not allow electronic shock controllers

Please see the response to #25746

#25932 Comment on #22772 #20102 Replacing Electronic Shocks

Please see the response to #25746

#25954 Electronic shock controller allowance

Please see the response to #25746

#26007 OPPOSE Proposition #25430 moving BMWs to BS

Please see the response to #26006

#26010 BMW M3 Move

Please see the response to #26006

#26039 Arguments opposing moving M3 from FS to BS

Please see the response to #26006

#26057 BMW M3 Move

Please see the response to #26006

#26060 #25430 Move BMWs out of the stock pony car class to BS

Please see the response to #26006

#26098 E9X M3 ZCP is adequately classed

Please see the response to #26006

#26125 RE: #25430 E9X M3 ZCP Reclass

Please see the response to #26006

#26150 Don’t move BMWs out of the stock pony car class to BS

Please see the response to #26006

#26180 All CS series BMW’s to separate class from non-CS series BMW’s

Please see the response to 26006

#26181 Please update Hyundai Veloster Turbo to include 2019 model year

Please see the response to letter #25470 in the January Fastrack.

#26195 Ref. to #25430 and FS Car Count

Please see the response to #26006

#26239 2019 Hyundai Veloster N Class?

Please see the response to letter #25470 in the January Fastrack.

**Street Touring Category**

#26105 Request for classing of my car (AWD Tesla Model 3)

Thank you for your input. Please see the response to letter #25818 in the February Fastrack.

## Not Recommended

### Street Category

#25858 Mitsubishi Lancer Ralliart to GS

Thank you for your input. The SAC will continue to monitor the performance balance between GS and DS.

#26126 Cobalt SS/TC to GS 08-10

Thank you for your input. The SAC believes these cars are appropriately classed.

#26207 Mini Cooper S buried

Thank you for your input. The SAC believes this Mini exceeds the performance potential for GS.

#26217 Keep the STI's together

Thank you for your input. The SAC believes the new STi's changes to third gear along with a broader power curve were enough of a change to warrant a separate line. The SAC will be closely monitoring the performance of the new additions to DS this year.

### Street Touring Category

#25980 Super Street Touring

Thank you for your input. The STAC is evaluating options for vehicles that exceed the performance envelope of the current ST classes.

#26190 Intercooler Boost Piping Modification

Thank you for your input. The STAC is not in favor of an intercooler piping allowance at this time.

### Street Prepared Category

#24337 89-91 Honda Civic Si to FSP (in Full STS Prep except tires)

Thank you for your input. The SPAC is continuing to work with the SEB on an experiment in a limited prep rule set.

#24493 Class philosophy

Thank you for your input.

#25156 Complete Replacement of Fenders

Thank you for your input. The SPAC does not believe that allowing complete fender replacement is in the best interests of the category.

#25293 reclassification request

Thank you for your input. The SPAC believes the '88-'91 Civic/CRX is appropriately classed at this time.

#25345 Drive shaft upgrade

Thank you for your input. The SPAC does not believe that this change is in the best interests of the category.

#25783 Reclass 2005-2010 Mustang GT to FSP

Thank you for your input. The SPAC believes these cars are appropriately classed.

#25896 Moving the Honda s2000 from BSP to DSP

Thank you for your input. The SPAC believes these cars are appropriately classed.

### Street Modified Category

#25606 SM AWD cars

Thank you for your input. The SMAC believes classing structures are appropriate at this time, but will continue to monitor the balance between 2WD and AWD cars in SM.

**Prepared Category**

#24953 Wings in Prepared

The PAC and SEB thank the member for the input. However, because the proposal has implications beyond the Prepared category, we have decide to not consider it at this time.

**Modified Category**

#25585 EM weight simplification

At this time the MAC believes that maintaining rules stability in the weight and engine displacement rules is of more value than a potential improvement from using a single weight for all engine sizes.

#25696 Request to add new class

The MAC believes that at this time a class for FSAE cars with non-compliant intakes is better handled at the Regional level. Regions have the ability to allow any class that meets local needs. We suggest the creation of a set of rules that you and other owners of FSAE cars in a similar situation could use for Regional competition. Significant participation at the Regional level could potentially show the need for a National class.

## Other Items Reviewed

**Street Category**

#25746 NO Electronic shock adjustment

Thank you for your input.

As published in the December 2018 Fastrack the SEB rules recommendations were submitted to the Board of Directors for approval. During the review process the BOD wanted to further discuss the electronic shocks rule and the language proposed. Rather than delay the entire rules package the BOD withheld the rule until the details of that proposal could be further discussed. The SEB revised the proposal using language from the July Fastrack. The BOD approved the language below, effective upon publication in this Fastrack.

Per the SAC, add the following to Section 13 in the rulebook:

"*13.5.A.8 Vehicles in Super Street originally equipped with an adaptive ride control system (MSRC, MRC, PASM, AMS, etc.) the calibration may be altered using an OEM provided re-flash or the entire controller may be replaced. The calibration or replacement controller may not perform any function not present in the OE controller. OEM Shock bodies and internals must remain unaltered. Additional sensors are not allowed. No modifications to the wiring harness is allowed.*"

The SEB will be evaluating this rule on regular basis and conduct a yearly review. The SEB is proceeding cautiously by adding this allowance to just one class. This allowance may change as the membership gains experience and can provide feedback as it applies to Solo. Based on that feedback the allowance may be expanded or rescinded.

#26006 Proposition #25430 moving BMWs to BS

Thank you for your input on the proposed classing change.

**Street Prepared Category**

#25340 NO on Sunroof Removal

Thank you for your input. Please see the response to letter #24599.

#25441 Classing the 6th Gen Camaro

Thank you for your input. Please see the response to letter #25304 in the February Fastrack.

#25529 24599 feedback - Sunroof mods

Thank you for your input. Please see the response to letter 24599 in the January Fastrack.

#25760 Classification request for 2018+ Chevy Camaro ZL1 1LE

Thank you for your input. Please see the updated Appendix A in the 2019 Solo Rules on the SCCA website.

**Prepared Category**

#26168 #24314 Input

Thank you for your input.

**Kart Category**

#25972 comments of #25502

Thank you for your feedback regarding the changes to 19.1.D. The KAC will be keeping an eye on Stock Moto and make any adjustments needed for the 2020 rules.

The KAC currently believes that the weight delta between Open and Ladies classes is appropriate for the current membership.

## Tech Bulletins

**Street Category**

#25861 2019 Dodge Challenger R/T Scat Pack Widebody

Per the SAC, please add the following listing in Appendix A:

BS

*Dodge*

*Challenger R/T Scat Pack Widebody (2019)*

#26073 2019 Mustang Bullitt

Per the SAC, please add the following listing in Appendix A:

FS

Ford

*Mustang Bullitt (2019)*

**Street Touring Category**

#26078 Fusion Sport classing

Per the STAC add the following listing to Appendix A.

STH

Ford

*Fusion Sport (2017-2019)*

**Kart Category**

#25265 19.2.E.2 Emergency Kill Switch clarification

Change 19.2.E.2 as follows:

All Formula Junior karts must have ~~an~~ *a maintained (non-momentary)* emergency ignition kill switch clearly visible and easily accessible to the driver while seated and operating the kart.

## CLUB RACING BOARD

CLUB RACING BOARD MINUTES | February 5, 2019
The Club Racing Board met by teleconference on February 5, 2019. Participating were Peter Keane, Chairman; David Arken, John LaRue, Kevin Fandozzi, Sam Henry, Tim Myers, Tony Ave, Paula Hawthorne, Steve Strickland and Shelly Pritchett, secretary. Also participating were: Bob Dowie, Peter Jankovskis, and Marcus Meredith, BoD liaisons; Eric Prill, Chief Operations Officer, Deanna Flanagan, Road Racing Director, Rick Harris, Club Racing Technical Manager, and Scott Schmidt, Series Tech Chief. The following decisions were made:

**Member Advisory**

**STL**
1. #26216 (Darren Murdock) Request Wing Rule Clarification
Thank you for your letter. In STL the wing in its entirety must be no higher than 6 inches below the highest point of the body or the main hoop of the roll cage. Whichever is higher.

**STU**
1. #26139 (Ben Marouski) Request Gen 2 2010 MINI Cooper S
Thank you for your letter. All turbo charged engines running either their stock or approved alternate turbo must run at chart weight for turbocharged engines. The weight is set based on turbo inlet size. You may choose a restrictor size and weight from the chart. GCR 9.1.4.1.H.6

2. #26390 (Super Touring Committee) DI turbo prep changes for 2020
Thank you for your letter. Starting in 2020, all Direct Injected Turbo engines will be limited in preparation. The new limits will include; stock compression, stock camshaft lift, and no porting.

**No Action Required**

**FV**
1. #26220 (Stevan Davis) Opposes Formula Vee Spec RAIN tire for 2020
Thank you for your letter. Please see the response to letter #24977, November 2018 Fastrack Technical Bulletin.

2. #26226 (Stevan Davis) Formula Vee Spec RAIN tire for 2020 - follow up
Thank you for your letter. The Club Racing Board appreciates your comments.

3. #26232 (Stevan Davis) Supports improving communication to membership
Thank you for your letter. The Club Racing Board appreciates your comments.

**GT1**
1. #26163 (david mead) Request GT1-ST classification for Ferrari Challenge 488
Thank you for your letter, the GT1-ST was already classified in GTX.

**IT General**
1. #26328 (Jose De Miguel) Request to clarify maximum wheel sizes
Thank you for your letter. Wheel diameter rules have been removed from the Improved Touring category. All that is limited is wheel width and tire sizes as listed in 9.1.3.D.7 “Wheels/ Tires”.

**FP**
1. #26255 (Jeremy Schwarz) Request wind screen clarification
Thank you for your letter. Rule 9.1.5.E.9.a.8.A is adequate as written. It states that the stock front windshield and frame can be removed from an open top car, and if they are, then a replacement windshield must be installed. The only limitations on the design/size/profile of that replacement windshield are also given as follows: “The replacement windshield must be fitted within the vertical planes of the front most and rear most elements of the stock windshield and frame. The replacement windshield must not exceed the height or width of the stock windshield and frame. Any portion of the windshield that is in the driver’s line of sight, must be constructed of a clear material. No part of the replacement windshield can be constructed of glass.”

**Strategic**
1. #26249 (Jonothan Benefield) Request new race series
Thank you for your letter. This proposal has been forwarded to SCCA Road Racing and SCCA Pro Racing staff for consideration.

2. #26258 (Jason Stine) Request TV Coverage for Super Tour Events
Thank you for your letter. SCCA is always looking for ways to expand the Hoosier Super Tour experience and reach within the series’ budget.

**ST General**
1. #25785 (DAVID MEAD) Bumper Cover Clarification
Thank you for your letter. The advisory committee feels the rule is clear as written.

2. #25788 (Christopher DeShong) Support for #25785
Thank you for your letter. You are permitted to make necessary modifications to body work in order to mount an air dam.

**STU**
1. #25836 (DAVID MEAD) Request to better define (porting allowed) in 9.1.4.1 B.4
Thank you for your letter. Per GCR Appendix F, ports do not include the combustion chamber.

**T1**
1. #26082 (Matt Jensen) Request to allow E92 M3 Brake/air inlet duct kit
Thank you for your letter. The advisory committee feels the T1 brake duct rule is adequate as written.

**T2-T4**
1. #26053 (DAVID MEAD) Clarify FRS/BRZ/86 Raceseng, part # raceseng-ft86-r-shock-top
Thank you for your letter. Recent clarifications have been made related to this item.

2. #26120 (dave kutney) Supports Allowing Single Adjustable Shocks
Thank you for your letter. Your response has been logged.

3. #26210 (Raymond Blethen) Opposes Adjustable Shocks In Touring
Thank you for your letter. Your response has been logged.

**T3**
1. #26124 (david mead) T3 Solstice GXP
Thank you for your letter. This car will be closely monitored.

2. #26351 (jim drago) Request to allow SD radiator in T3 Mazdaspeed Miata
Thank you for your letter. Radiators are open per Touring rules.

**T4**
1. #26080 (Felix Borodaty) Request to Open Shocks to Single Adjustable
Thank you for your letter. Your response has been logged.

2. #26112 (Richard Grunenwald) Supports Single Adjustable Shocks in T4
Thank you for your letter. Your response has been logged.

3. #26128 (Stephen Blethen) Opposes Adjustable Shocks in Touring
Thank you for your letter. Your response has been logged.

4. #26135 (Aaron Hale) Support for letter 26129
Thank you for your letter. Your response has been logged.

5. #26146 (chi ho) Supports adjustable shocks in T4
Thank you for your letter. Your response has been logged.

6. #26176 (david mead) Request to clarify Solstice/Sky ride height allowance
Thank you for your letter. The advisory committee appreciates your input.

7. #26179 (Jeff Andrews) Oppose to #25796 request to allow adjustable shocks in T4
Thank you for your letter. Your response has been logged.

8. #26227 (Steve Bertok) Opposes adjustable shocks in T4
Thank you for your letter. Your response has been logged.

9. #26230 (Jon Rogers) Supports RE: #25796 adjustable shocks
Thank you for your letter. Your response has been logged.

10. #26247 (Jim Ebben) Opposes adjustable shocks in T4
Thank you for your letter. Your response has been logged.

**Not Recommended**

**B-Spec**
1. #26040 (Clint deWitt) Request to Reconsider Weight Added to Later Minis
Thank you for your letter. The advisory committee does not advise any change to weights at this time.

**F5**
1. #26326 (Jay Novak) Request F500 performance target
Thank you for your letter. The Club Racing Board does not recommend these changes. Please see the response to letter #25815, February 2019 Fastrack Minutes.

**FA**
1. #24161 (Mirl Swan) Request to Allow Downforce Increase for Standard FAs
Thank you for your letter, this change is not recommended at this time.

2. #26322 (Bill Gillespie) Request to reconsider recent Swift 016 weight increase
Thank you for your letter. The Club Racing Board does not recommend this change. The Swift 016 has hard points on both sides of the cockpit for installing ballast, and adding weight is a more cost-effective solution than the dyno work and re-tuning associated with a restrictor change.

**FB**
1. #26330 (JEREMY HILL) Request to open ecus and throttle bodies
Thank you for your letter. The Club Racing Board does not recommend this change. The

original intent of the FB rules was to allow the fuel injection system to be unrestricted except for a requirement of stock throttle bodies from a fuel injected engine (see GCR section 9.1.1.G.4.E) and to prohibit the use of stand-alone aftermarket ECUs (see GCR section 9.1.1.G.4.C). Any intent to require the throttle bodies and ECU to be year-matched to the engine would have been specifically noted in the rules, which contain no such requirement.

**FM**
1. #26228 (Ben Ditson) Request to introduce the PRO FM as FM2 class (similar to FE & FE2
Thank you for your letter. The Club Racing Board does not recommend this change. Please see the response to letter #25654, January 2019 Fastrack Minutes.

**FV**
1. #26213 (James Vaseff) Request to re-visit time frame FV Spec Wet Tire Rules
Thank you for your letter. The Club Racing Board does not recommend this change. Please see the response to letter #24977, November 2018 Fastrack Technical Bulletin.

**GT2**
1. #26065 (Bob Monette) Request Clarification of Weight for Porsche 997 Cup Car
Thank you for your letter. The car is competitive as classed. Club Racing Board will continue to monitor performance.

2. #26134 (marvin epps) Request wheel fans to be allowed
Thank you for your letter. Wheel fans are allowed for purpose built GT2 cars, but not for GT2/ ST cars.

**EP**
1. #25871 (Bill Lamkin) Request Weight Reduction for 2.8L Bmw 328i/is
Thank you for your letter. This weight reduction is not recommended at this time, but the PAC encourages the letter writer to continue to develop and campaign this vehicle, as the performance parity across all of EP is continually monitored.

2. #26038 (Anthony Black) Request for Better Rotors and Venting Restrictions
Thank you for your letter. The Club Racing Board does not recommend this change. Finding quality OE-style brake rotors has not been a known issue to date, but the PAC will continue to monitor parts availability across the category.

**HP**
1. #25979 (Jason Isley) Request to Modernize H Production.
Thank you for your letter. It is the task of the PAC to try and give a wide variety of vehicles the fair chance of being competitive, within the performance envelope of its classes, regardless of when that vehicle was originally built. This suggested class philosophy change would alienate a large number of HP racers, and effectively push them out of the category. The goal will remain to try and include as many vehicles into the performance realm of the Prod classes as reasonable. In HP specifically, newer cars are being classified, and meshing into its typical fields, adding to the sustainability and attractiveness of the class.

**Prod General**
1. #26172 (James Bell) Request to allow replacement of rear window glass in closed cars
Thank you for your letter. The Club Racing Board does not recommend this change. Openings in the rear window of closed roof cars could potentially weaken the window or allow exhaust fumes inside the vehicle.

**SM**
1. #26269 (marc cefalo) Request OEM hardtop for reduced pricing
Thank you for your letter. Your request is not within Spec Miata advisory committee's authority to question a vendor's price on a product.

2. #26369 (Jim Graffy) Request to Delete 9.1.17.C.3.a.1.a-e Page 558
Thank you for your letter. The Spec Miata advisory committee does not recommend a change to the current Penske shock rules at this time.

**ST General**
1. #25778 (Austin Hilliard) Request for Clarification on 9.1.4.c.12
Thank you for your letter. Please see 9.1.4
C. Bodywork
1. Unless otherwise allowed, standard body appearance must be strictly maintained.

2. #25798 (david mead) Request to classify S2000 with K24 crank
Thank you for your letter. The Club Racing Board doesn't support mixing and matching parts from different engine families.

**STL**
1. #25766 (Kevin Koelemeyer) Request to classify K24 in STL
Thank you for your letter. Maximum engine size in STL is 2000cc plus allowance for boring of block.

**STU**
1. #25787 (Chris Itterly) Request to Change Turbo Rules
Thank you for your letter. Per your request regarding 9.1.4.1.B. The Club Racing Board does not recommend this option for DI turbo charged engines at this time.
Per your request regarding 9.1.4.1.H.6 Please see response to letter #26398
Per your request regarding 9.1.4.1.H.5 The TD05HR-15GK2 turbocharger was specifically permitted on the Dodge SRT4 due to it being a factory available dealer installed part. This turbo would not fit any manifold other than the SRT4 Stage 3.

2. #25854 (Alex Phelps) Request for Roofless EP Car Allowance
Thank you for your letter. The Club Racing Board does not feel that removing windscreen on Super Touring cars is appropriate at this time.

3. #25908 (William Goodro) Request for 18x9.5 Wheel On Pontiac Solstice GXP
Thank you for your letter. The Club Racing Board does not recommend increasing wheel size at this time.

4. #25953 (Juan Catala) Request to Use VTEC Cylinder Heads on All Honda B Series Engines
Thank you for your letter. The Club Racing Board does not recommend this change. VTEC cylinder heads are not a direct install on a B20 block.

5. #26005 (Dale Shoemaker) Request for Mazda Renesis Engine Street Port
Thank you for your letter. The Renesis engine already has ports larger than the street port template. There would be no reason to allow street porting specifically on a Renesis.

6. #26274 (Kevin Koelemeyer) Request 9 inch wheel
Thank you for your letter. The Club Racing Board does not consider this necessary at this time.

7. #26362 (Luis Rivera) Request a 20b engine
Thank you for your letter. The 20B engine exceeds the performance envelope of STU

**T1**
1. #26145 (Bill Baten) Request for T1 Camaro allowances
Thank you for your letter. Changes of this magnitude must be supported with data collected at Majors races. Please bring the car to the track and race it.

**T2**
1. #25967 (Darin Treakle) Request for Intercooler on 2017+ Civic Type R
Thank you for your letter. Please refer to letter 25969 for recent changes to this car. March 2019 Technical Bulletin.

2. #25968 (Darin Treakle) Request for Cold Air Intake on 2017+ Civic Type R
Thank you for your letter. Please refer to letter 25969 for recent changes to this car. March 2019 Technical Bulletin.

3. #25970 (Darin Treakle) Request for 26mm Rear Sway Bar on 2017+ Civic Type R
Thank you for your letter. Please refer to letter 25969 for recent changes to this car. March 2019 Technical Bulletin.

4. #26289 (Kurt Rezzetano) Request 2005-2013 corvette C6 Coupe/ Grandsport restrictor size
Thank you for your letter. The car is competitive as classed based on 2018 data. Please bring the car out in 2019 so we can continue to collect data on it.

**T2-T4**
1. #26173 (david mead) Request clarification of suspension settings
Thank you for your letter. The advisory committee feels the rules are adequate as written.

2. #26174 (david mead) Request subframe rule clarification
Thank you for your letter. The advisory committee feels the rules are adequate as written.

**T3**
1. #25541 (David Ray) Request to Move SMG to T3 - and/or National Class
Thank you for your letter, the Club Racing Board does not recommend this at this time, it is against class philosophy.

2. #26240 (Bryan Borkey) Request S2000 tire size adjustment
Thank you for your letter. Recent changes have been made to this car. Please bring the car out in 2019 so we can continue to collect data on it.

**T4**
1. #26178 (david mead) Request 2014+ Mazda3 wheel width adjustment
Thank you for your letter. Recent changes have been made to this car. Please bring the car out in 2019 so we can continue to collect data on it.

2. #26185 (david mead) Request for T4 06+ MX5 header allowance
Thank you for your letter. At this time only the Mazda Header has been classified. There are no current plans to open this up to alternates.

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

**Strategic**
1. #25516 (Raymond Blethen IV) Request to Change Runoffs Eligability Cutoff
Committee Recommends.
Change second paragraph of GCR 3.7.4.A.1.a to read as follows: ...A driver may substitute two Regional-sanctioned weekends for one of his three Majors weekend participation requirements. Eligible Regional weekends shall occur between January 1 of that year and a date not less than *two* ~~three~~ weeks prior to the start of the Runoffs or as otherwise specified in

| STU | Maximum Displacement (cc's) | Minimum Weight | Notes |
|---|---|---|---|
| ~~Pontiac Firebird~~ | ~~3790~~ | ~~3200~~ | ~~Engines are permitted 0.040 overbore, 0.5 point increase in compression. Engines must use the OEM camshaft lift.~~ |
| ~~Chevrolet Camaro~~ | ~~3790~~ | ~~3200~~ | ~~Engines are permitted 0.040 overbore, 0.5 point increase in compression. Engines must use the OEM camshaft lift.~~ |
| ~~Ford Mustang~~ | ~~3797~~ | ~~3200~~ | ~~Engines are permitted 0.040 overbore, 0.5 point increase in compression. Engines must use the OEM camshaft lift.~~ |
| ~~Ford Mustang~~ | ~~4000~~ | ~~3300~~ | ~~Engines are permitted 0.040 overbore, 0.5 point increase in compression. Engines must use the OEM camshaft lift.~~ |

## Taken Care Of

**FA**
1. #26347 (Bill Gillespie) Response to Swif016 tech bulletin
Thank you for your letter. Please see the responses to letter #26322 and letter #26063, February 2019 Fastrack Technical Bulletin.

**FB**
1. #26194 (JEREMY HILL) Allow at least 2019 for FB to make the participation number of 4
Thank you for your letter. Please see the response to letter #25823, January 2019 Fastrack Minutes, which the Board of Directors approved as recommended in its December 2018 meeting.

2. #26214 (Douglas Hertz) Opposes merge FB into FA
Thank you for your letter. Please see the response to letter #25823, January 2019 Fastrack Minutes, which was approved as recommended, January 2019 Board of Directors Minutes.

3. #26218 (Jay Novak) Opposes FB merge with FA
Thank you for your letter. Please see the response to letter #25823, January 2019 Fastrack Minutes, which was approved as recommended, January 2019 Board of Directors Minutes.

4. #26221 (Steve Hamilton) Opposea merger of FB into FA
Thank you for your letter. Please see the response to letter #25823, January 2019 Fastrack Minutes, which was approved as recommended, January 2019 Board of Directors Minutes.

5. #26223 (Jay Novak) Please do not merge FB with FA
Thank you for your letter. Please see the response to letter #25823, January 2019 Fastrack Minutes, which was approved as recommended, January 2019 Board of Directors Minutes.

6. #26295 (Randy Cook) Opposes Combinimg FA and F1000
Thank you for your letter. Please see the response to letter #25823, January 2019 Fastrack Minutes, which was approved as recommended, January 2019 Board of Directors Minutes

**FV**
1. #26306 (Jeffrey Hennessy) Request use of non-spec tires
Thank you for your letter. Please see the responses to letters #26284, Technical Bulletin, and #25561, January 2019 Fastrack Minutes.

**P2**
1. #26375 (Michael Reupert) Request parity for P2 engine rules
Thank you for your letter. Please see the response to letter #26429, March Technical Bulletin.

**GTL**
1. #26202 (Jonathan Goodale) Request to increase in SIR size for GTL Streetport 12A
Thank you for your letter. The Club Racing Board will continue to monitor performance. Please reference letter #26081.

**EP**
1. #25973 (Philip Royle) Request for Help for the FC RX-7
Thank you for your letter. Please see response to letter #25935. March 2019 Technical Bulletin.

**HP**
1. #26042 (Brian Linn) Request for Yaris Revisit
Thank you for your letter. Please see response to letter #25834. March 2019 Technical Bulletin.

2. #26107 (eric vickerman) Request for H Production Parity and Adjustments
Thank you for your letter. Please see response to letter #25834. March 2019 Technical Bulletin.

**Strategic**
1. #25749 (Todd Butler) SCCA Improvement and Growth Areas
Thank you for your letter, regarding karting licenses, please see letter #25936. Regarding vintage, please see letter #26055. Medical requirements referred to Board of Directors. See February Fastrack.

**ST General**
1. #25776 (Austin Hilliard) Opposed to Changing Aero Rules
Thank you for your letter. Your response has been logged.

2. #25779 (Rob Hines) Request modification of driver's floor pan for taller drivers
Thank you for your letter. The Miata already has allowances for floor modification in Super Touring.

3. #25983 (Jose De Miguel) Opposes Wing and Aero Rules
Thank you for your letter. Your response has been logged.

**STL**
1. #25491 (T.O. Johnson) Request RX-8 Spec Line Re: Factory Brake Rotor Size
Thank you for your letter. The maximum brake rotor diameter in STL in 300mm.

2. #25493 (Alan Cross) Support of Letter 25491 and 22195
Thank you for your letter. Please see the response to letter #25491.

3. #25523 (Zach Grant) Supports Letter #25491
Thank you for your letter. Please see the response to letter # 25491.

4. #26166 (Eric Kutil) Request B18C1 No Restrictor
Thank you for your letter. Please see letter # 26209 for details. March 2019 Technical Bulletin.

5. #26234 (Mike Taylor) Request B18C1 FPR: Followup to letter #26208
Thank you for your letter. Please see response to letter #26209. March 2019 Technical Bulletin.

6. #26329 (Jose De Miguel) Request to clarify restrictor for the Honda/Acura B18B engine
Thank you for your letter. Please see response to letter #26209. March 2019 Technical Bulletin.

**STU**
1. #25741 (DAVID MEAD) Opposed to proposed aero changes in letter #24504
Thank you for your letter. Your response has been logged.

2. #25755 (Kevin Boehm) Response to letter #25540 - Please Delay New Aero Allowances
Thank you for your letter. Your response has been logged.

3. #25795 (James Clay) Support of Advanced Aero Proposal.
Thank you for your letter. Your response has been logged.

4. #25808 (david mead) Request to Remove 9.1.4.1.B.3 Intake Manifold Restriction
Thank you for your letter. Please see Jan Fastrack 2019 Letter #25829

5. #25904 (David Palfenier) Request to Classify BMW E46 M3
Thank you for your letter. Please response to letter #25126. March 2019 Technical Bulletin.

6. #25951 (Luis Rivera) Request for 20B 2.0L Rotary Engine Classification
Thank you for your letter. Please response to letter #26362. March 2019 Fastrack.

7. #25974 (Kevin Koelemeyer) Opposed to Advanced Aero
Thank you for your letter. Your response has been logged.

8. #26115 (Scott Peterson) In Favor of #25830
Thank you for your letter. Your response has been logged.

9. #26331 (Will Clark) Opposed to STU Advanced Aero additions
Thank you for your letter. Your response has been logged.

10. #26363 (Luis Rivera) 13B-RE intake request
Thank you for your letter. Please see response to letter #25564. March 2019 Technical Bulletin.

**T2**
1. #26069 (William Moore) Request to allow 2014 Chevrolet Camaro SS/1LE Thermostat
Thank you for your letter. Please refer to letter #26187. March 2019 Technical Bulletin.

2. #26298 (Preston Calvert) Request allowances for the Boss 302 Mustang
Thank you for your letter. Please refer to letter 26287 regarding weight adjustments. March 2019 Technical Bulletin.

**T2-T4**
1. #26014 (Scotty B White) Request to Move SMG to T3
Thank you for your letter. Please refer to letter 25541. March Fastrack.

2. #26050 (Richard Kulach) Support for Letter #25541
Thank you for your letter. Please refer to letter 25541. March Fastrack.

3. #26304 (Tom Fowler) Opposes adjustable shocks in T4
Thank you for your letter. Your response has been logged.

**T3**
1. #26015 (Greg Guthrie) Support for letter 25541
Thank you for your letter. Please refer to letter 25541. March Fastrack.

2. #26017 (Marshall Mast) Supports Moving SMG to T3
Thank you for your letter. Please refer to letter 25541. March Fastrack.

3. #26018 (Marshall Mast) Reference Information for Letter #26017 Regarding SMG to T3
Thank you for your letter. Please refer to letter 25541. March Fastrack.

4. #26021 (DAVID MEAD) Support for Letter #25541 Regarding SMG Mustang Into T3
Thank you for your letter.  Please refer to letter 25541. March Fastrack.

5. #26025 (Edward Zabinski) Support for Letter #25541
Thank you for your letter.  Please refer to letter 25541. March Fastrack.

6. #26033 (Paul McNamara) Opposes SMG in T3
Thank you for your letter.  Please refer to letter 25541. March Fastrack.

7. #26036 (Riccardo Pineiro) Supports Moving SMG to T3
Thank you for your letter.  Please refer to letter 25541. March Fastrack.

8. #26041 (Ali Salih) Support for Letter #25541
Thank you for your letter.  Please refer to letter 25541. March Fastrack.

9. #26045 (Lansing Stout) Support for SMG in T3
Thank you for your letter.  Please refer to letter 25541. March Fastrack.

10. #26047 (Derek Kulach) Support of #25541
Thank you for your letter.  Please refer to letter 25541. March Fastrack.

11. #26059 (Izzy SÃ¡nchez) Supports SMG in T3
Thank you for your letter.  Please refer to letter 25541. March Fastrack.

12. #26074 (Luis Sanchez) Supports SMG to T3
Thank you for your letter.  Please refer to letter 25541. March Fastrack.

13. #26138 (David Ray) Approves Spec Mustang in T3
Thank you for your letter.  Please refer to letter 25541.

14. #26140 (Tony Lopez) Supports Spec Mustang in T3
Thank you for your letter.  Please refer to letter 25541. March Fastrack.

15. #26267 (Joe Aquilante) Against SMG in T3
Thank you for your letter.  Please refer to letter 25541. March Fastrack.

16. #26268 (Nicole Jacque) Opposes SMG into T3
Thank you for your letter.  Please refer to letter 25541. March Fastrack.

**T4**
1. #26097 (Thomas Hart) Support for Letter #25756 Header for Mazda MX-5 (06-15)
Thank you for your letter.  Your response has been logged. See January Fastrack.

2. #26299 (Scotty B White) Favors Adj shocks
Thank you for your letter.  Your response has been logged.

3. #26307 (Tom Hart) Opposed to Adjustable Shocks in T4
Thank you for your letter.  Your response has been logged.

4. #26309 (Brent Simonson) Opposes adjustable shocks in T4, Letter #25796
Thank you for your letter.  Your response has been logged.

5. #26310 (JONATHON MCLENDON) Opposes adjustable Shocks for T4
Thank you for your letter.  Your response has been logged.

6. #26311 (Kevin Fryer) Opposes adjustable Shocks
Thank you for your letter.  Your response has been logged.

## What Do You Think

**GT2**
1. #25185 (Amir Haleem) Request to classify Toyota Supra with 3SGTE engine
The CRB is requesting feedback for introducing small displacement engines with properly sizes TIRs as an entry point into GT2.

## RESUMES
**None**

## TECH BULLETIN

DATE: February 20, 2019
NUMBER: TB 19-03
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 3/1/2019 unless otherwise noted.

**American Sedan**
**None**

**B-Spec**
1. #26132 (SCCA Staff) Request to add B-Spec to GCR 9.3.26 fuel cell
In GCR section 9.3.26, add B-Spec to the wording as follows:
"All cars must be equipped with a safety fuel cell complying with these specifications, except for Touring, "*B-Spec,"* Spec Miata, Improved Touring, American Sedan restricted prep, production-based Vintage cars, and cars where the stock fuel tank is located between the axle center lines and within the main chassis structure (i.e., frame rails, etc.). Stock fuel tank must remain in its stock location, or as otherwise specified in the GCR."

**Formula/Sports Racing**
**FA**
1. #26183 (Randall Smart) Request to add FA engine spec lines
In FA Table 2, Formula 3 car spec line, make changes to the spec line as follows:

**Table 2**

| Car | Engine | Wheel Width (in) ± .060 | Aero | Transmission | Weight | Notes |
|---|---|---|---|---|---|---|
| Formula 3 car | All FIA compliant engines years 1997 to 2008. Engines must be run per FIA spec. with 30mm required restrictor. | (F) 9 Min. (R) 10 Min. | *See notes* | Up to 6 ~~F~~*f*orward ~~G~~*g*ears, ~~L~~*l*imited ~~S~~*s*lip ~~D~~*d*ifferential ~~(sequential Carries a 25 lb. Weight Penalty)~~ | ~~See Table 1~~ *1215* | Cars must run per FIA spec for year and model of chassis *unless modified by this spec line*. Competitor*s* must carry and be able to present year-specific FIA rules to tech. upon request. Cars must meet all SCCA safety requirements including roll structure. |

**FE**
1. #26235 (Robey Clark) Request to Update Hoosier Rain Tire Part Number for the FE cars
In GCR section 9.1.1.I.13, make changes to wet tires as follows:
"Front: P/N: 44195 *W3*, 22.0 X 7.5-13 ~~WET~~
Rear: P/N: 44217 *W3*, 22.0 X 9.0-13 ~~WET~~"

**FV**
1. #26284 (Club Racing Board ) FV Allow non-spec tire in Regional competition
In GCR section 9.1.1.C.3.D, correct wording as follows:
"~~The following tires are required:~~ *The following tires are required in all U.S. Majors Tour and Hoosier Super Tour events and the National Championship Runoffs:*
Fronts:
Hoosier #43337 FVS 21.0 x 5.0 x 15
Rears Hoosier #43353 FVS 22.5 x 5.5 x 15
Rain tires are open for 2019.
Effective 1/1/2020, the following rain tire is required:
Hoosier #44266 22.5 x 5.0 x 15 Hoosier WET (rain)"
*"SCCA Regional Races only - Competitors may run any Hoosier branded FV tire until 1/1/2020 at which time the above designated tires will be required."*

**P1**
1. #26376 (Formula/Sports Racing Committee) Move single-seat closed cockpit provision to Chassis section
In P1, delete GCR section 9.1.8.C.J.5 in its entirety as follows:
"~~5. Closed cockpit single seat cars are prohibited.~~"

In GCR section 9.1.8.C.B, add a new wording as follows:
"*4. Closed cockpit single seat cars are prohibited.*"

**P2**
1. #26429 (Formula/Sports Racing Committee) Change Line A.1 restrictor size
In P2 Engine Table, Line A.1, change the restrictor as follows:
"~~40~~ *38*mm"

**SR General**
1. #26366 (Formula/Sports Racing Committee) Correct error in Shelby Can-Am Racer Classed in ASR section
In GCR section 9.1.8.F.5.d.2, correct wording as follows:
"Class designation, ~~CSR~~ *ASR*, per GCR Section 9.3 Identification Markings."

**GCR**
1. #26280 (SCCA Staff) Request to add brake P/N to Appendix M
In GCR Appendix M, 2.i.3, SMG, add brake part number as follows:
"Shelby GT500 ABS module required Ford Racing PN M-2353A *or M-2353-CA*".

2. #26371 (SCCA Staff) Request to add wording omitted to letter 26051 as an E&O
In GCR section 3.7.4.A.1.a, add classes and strike the wording as follows:
"Drivers must request this replacement through the ~~Club~~ *Road* Racing Department, and pay the entry fee to a Majors event(s) of their choice, to be collected and distributed by SCCA."
"GT1- TA
GT2- TA2 or TA3
T1 - TA3 or TA4
T2 - TA4
~~FA-F4~~
*FA – F3, F4, Atlantic (FRP), FB (FRP)*
*FC – F2000 (FRP)*
*FF – F1600 (FRP)*
~~This replaces participation but not the Majors starts requirement.~~"

**Grand Touring**
**GT2**
1. #26241 (marvin epps) Request Porsche Cayman year classification
In GT2/ST, Porsche Cayman, change model years as follows:
"(05 - ~~11~~ *15*)"

2. #26250 (Grand Touring Committee) GT2/ST Porsche Cayman engine
In GT2/ST, Porsche Cayman, add to the notes as follows:
"*4.0L 65mm Flat Plate Restrictor @ 2700lbs*."

**GT3**
1. #26076 (Luis Rivera) Request clarification on bridge porting for rotary

In GT3, delete 13B and Renesis spec lines and replace with new spec lines as follows:

## GT3 Engines - Mazda

| Engine Family | Engine Type | Bore x Stroke (mm) | Disp. (CC) | Head Type | Valves / Cyl. | Fuel Induction | Weight (lbs) | Notes |
|---|---|---|---|---|---|---|---|---|
| ~~13B~~ | ~~Street Port~~ | | ~~2616~~ | | | ~~Unrestricted~~ | ~~2080~~ | ~~Contact National Office for specific details of various allow- able port configurations~~ |
| ~~13B~~ | ~~Peripheral Port~~ | | ~~2616~~ | | | ~~37mm SIR~~ | ~~2200~~ | |
| ~~13B~~ | ~~Bridge Port~~ | | ~~2616~~ | | | ~~(1) auto-type 2bbl w/ 44mm choke(s)~~ | ~~2200~~ | |
| ~~13B~~ | ~~Bridge/Peripheral Port~~ | | ~~2616~~ | | | ~~37mm SIR~~ | ~~2200~~ | ~~GT2 spec~~ |
| ~~Renesis~~ | ~~Street Port~~ | | ~~2616~~ | | | ~~Unrestricted~~ | ~~2250~~ | ~~Contact National Office for specific details of various allow- able port configurations~~ |
| ~~Renesis~~ | ~~Bridge / Peripheral Port~~ | | ~~2616~~ | | | ~~37mm SIR~~ | ~~2250~~ | |

## GT3 Engines - Mazda

| Engine Family | Engine Type | Bore x Stroke (mm) | Disp. (CC) | Head Type | Valves / Cyl. | Fuel Induction | Weight (lbs) | Notes |
|---|---|---|---|---|---|---|---|---|
| *13B* | *Peripheral Port* | | *2616* | | | *37mm SIR* | *2400* | *Disenfranchised GT2* |
| *13B* | *Bridge Port* | | *2616* | | | *44mm chokes* | *2400* | *Disenfranchised GT2* |
| *Renesis* | *Peripheral Port* | | *2616* | | | *37mm SIR* | *2450* | |
| *Renesis* | *Bridge Port* | | *2616* | | | *44mm chokes* | *2450* | |

2. #26154 (Ricardo Velez) Request to add 4G69 Mitsubishi
In GT3, classify the Mitsubishi 4G69 as follows:

| Engine Family | Engine Type | Bore x Stroke (mm) | Disp. (cc) | Head Type | Valves / Cyl. | Fuel Induction | Weight (lbs) | Notes |
|---|---|---|---|---|---|---|---|---|
| *4G69* | *SOHC* | *87.0 x 100.0* | *2378* | *Alum, Crossflow* | *4* | *31mm SIR* | *2195* | |

**GTL**

1. #26081 (James Gregorius) Request Mazda 12a Rotary SIR Increase
In GTL, Mazda 12A motor, add to the notes as follows:
"*May use a 28mm SIR plus 175lbs.*"

2. #26222 (Bob Dowie) Request to Classify Mustang 2 Body in GTL
In GTL, classify the Mustang (94-04) as follows:

## GTL Cars - Ford

| Model | Years | Body Style | Drive-line | Wheel-base (in) | Notes |
|---|---|---|---|---|---|
| *Mustang* | *94-04* | *2dr* | *RWD* | *95.7-99.8* | |

**GTX**

1. #26427 (SCCA Staff) Replace FIA references with SRO
In GTX, strike all references to FIA GT4 and replace with SRO GT4.

**Production**
**EP**
1. #25935 (Tony Jimerson) Request for Competition Adjustment for 2nd Generation RX7
In EP, Mazda RX-7(12A/13B)(79-85), change the weights as follows:
12A
"~~2050~~ *2000*
~~2103~~ *2050*
~~2155~~ *2100*"

13B
"~~2140~~ *2075*
~~2195~~ *2127*
~~2259~~ *2179*"

In EP, Mazda RX-7(13B)(86-91), change the weight as follows:
"~~2250~~ *2175*
~~2306~~ *2229*
~~2363~~ *2284*"

**FP**
1. #26259 (Robert Clifton) Request Classification of Dodge Daytona in F Production
In FP, classify the Dodge Daytona/Chrysler Laser (84-85) as follows:

| $F_P$ | Prep. Level | Weight (lbs) | Engine Type | Bore x Stroke mm/ (in.) | Displ. cc/ (ci) | Block Mat'l | Head/ PN & Mat'l | Valves IN & EX mm/ (in.) | Carb. No. & Type | Wheel-base mm/ (in.) | Track (F/R) mm/(in.) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| *Dodge* | *2* | *2100 *2153 **2205* | *4 cyl. SOHC* | *87.5 x 92.0* | *2213* | *Iron* | *Alum* | *(I) 40.6 (E) 35.4* | *Fuel* | *(96.6)* | *(61.8/61.4)* |

| Wheels (max) | Trans. | Brakes Std. (mm/(in.)) | Brakes Alt.: mm/ (in.) | Fuel Injected Equipped Throttle Body Inside Diameter (mm) +/- .25mm | Notes: |
|---|---|---|---|---|---|
| *15 x 7* | *5* | *(F) 256 Vented Disc (R) 200 Drum* | | *Stock Throttle Body I.D.* | *Comp. Ratio limited to 11.0:1. Valve lift limited to .450".* |

In FP, Dodge Shelby Charger / Omni 024 (83-84), change the weight as follows:
"~~2250~~ *2100*
~~2306~~ *2153*
~~2363~~ *2205*"

**HP**
1. #25834 (Ron Bartell) Do Something About the Toyota Yaris In H Production
In HP, Toyota Yaris (06-11), Toyota Yaris Sedan (07-12), Toyota Yaris (12-18), add weight to the spec line as follows:
"~~1970~~ *2100*
*~~2019~~ *2153*
**~~2069~~ *2205*"

2. #25929 (david mead) Request to Allow 2011+ Fiesta to Change Bolt Pattern on Wheels
In HP, Ford Fiesta (11-15), add to the notes and correct the years in the spec line as follows:

"*Mazda front hub D651-33-06 and rear hub D651-26-15XE allowed.*"
"(11-~~15~~ *16*)" first page of the spec line
"(~~12-13~~ *11-16*)" second page of the spec line

**Spec Miata**
1. #26370 (Jim Graffy) Request to allow aftermarket fuel filters.
In SM, GCR section 9.1.7.C.1.k.1, add to the wording as follows:
"The fuel pump *and filter* must be a Mazda or OEM Equivalent part."

**Super Touring**
**STL**
1. #25614 (Cameron Conover) Request to Allow VW 1.8L Engine
In STL, classify the VW 20V 1.8 in Table B as follows:

| STL | Maximum Displacement (cc's) | Minimum Weight | Notes |
|---|---|---|---|
| *VW 1.8L R4 20VT* | *1781* | *Chart* | *Engine Permitted with turbocharger removed. Must meet all other STL specifications* |

2. #25781 (DAVID MEAD) Request to reduce weight of RX8 with Renesis rotary
In STL, Mazda Renesis, change the weight as follows:
"~~2800~~ *2700*"

3. #25821 (Tyler Quance) Request for Open Brake Pads On Mazda MX-5 Cup NC
In STL, Mazda MX-5 Cup, add to the notes as follows:
"*Tires per STL regulations. Brake pad compound are open.*"

4. #26209 (Mike Taylor) Request to clarify B18C1 GSR Honda B motor table
In STL, add Acura/Honda B18C1 to Table A as follows:

| STL | Maximum Displacement (cc's) | Minimum Weight | Notes |
|---|---|---|---|
| *Acura/Honda B18C1*<br>Acura/Honda<br>B18C (JDM Type R),<br>B18C5 (USDM Type R),<br>B18C6 (UK and Euro Type R),<br>B18C7 (Australia Type R) | | Chart | Any porting and or polishing of intake and or exhaust ports outside of<br>the 1" port matching allowance, factory or otherwise, is prohibited.<br>Must meet all other STL specifications. 54mm flat plate restrictor required. |

5. #26415 (Super Touring Committee) Port Matching
In STL, Mazda 12, table A, strike the wording in the notes as follows:
"~~No porting or port matching is permitted.~~"
In STL, Mazda 13B, table A, strike the wording in the notes as follows:
"~~No porting or port matching is permitted.~~"

**STU**
1. #24287 (Frank Woody) Request to Class Assignment for 2017 Civic
In STU, classify the Honda Civic Si (2017-) as follows:

| STU | Maximum Displacement (cc's) | Minimum Weight | Notes |
|---|---|---|---|
| *Honda Civic Si TCA (2017-)* | *1500* | *2800 lbs* | *Engine cannot use ST allowances and must be OEM, Bodywork must be OEM. Only the following parts can be used: HPD 6 piston front calipers #45025F23SA600 allowed, (4 piston front calipers -25 lbs), HPD CAT Delete pipe 18150-F23S-A6, HPD Flywheel 22100-F23S-A6, HPD FR HPD 4th Gear Set 23460-F23S-A6, HPD Differential 41100-F23S-A6, HPD Flywheel 22100-F23S-A6, HPD RR Damper Mount 52670-F23S-A6, HPD Spring FR 2.5" 550LB 51401-FC4Y-A6, HPD Spring RR 2.5" 800LB 52441-FC4Y-A6, HPD Adjustable RR Upper Arm 52390-F23S-A6, HPD TCA ABS modulator permitted part #57100-F23S-A6 to disable stability and traction control.* |

In STU, classify BMW S54 to Table B as follows:
2. #25126 (Joshua Lion) Request to run E46 3246cc in STU

| STU | Maximum Displacement (cc's) | Minimum Weight | Notes |
|---|---|---|---|
| *BMW E46 S54 OEM* | *3246* | *3300 lbs* | *Cannot use Super Touring engine allowances and must be OEM, including intake, and camshafts. Engine cylinders may be over bored 1mm. Compression may increase .5. No porting allowed.* |

3. #25564 (Luis Rivera) Engine Classification for Rotary
In STU, table B, Mazda 13B, add to the notes as follows:
"*May use 13B RE or REW housings and intake with turbo removed.*"

In STU, table B, Mazda 13B Bridge Port, add to the notes as follows:
"*May use 13B RE or REW housings and intake with turbo removed.*"

4. #25899 (Evan Consolazio) K24/K20 Head Swap Clarification/Amendment
In STU, Honda K24, table B, add to the notes as follows:
"*May use intake part #s 17100-RRB-A00, or 17100-PRB-A10.*"

5. #25985 (Christopher Harris) Request to Classify 12a Bridge Ported Rotary Engine
In STU, add Mazda 12 A Bridge port to table B as follows:

| STU | Maximum Displacement (cc's) | Minimum Weight | Notes |
|---|---|---|---|
| *Mazda 12A Bridge Port* | *N/A* | *2550 lbs* | *Induction: 1 Nikki 4 barrel carburetor with primary chokes bored to match secondary chokes on a stock manifold, or 1 Auto-type 2 barrel carburetor with 42mm chokes on a "dual-y manifold.* |

6. #26387 (Super Touring Committee) World Challenge Car Eligibility
In STU, GCR section 9.1.4.B.2.c, strike the wording as follows:
"~~Weight will be set at the greater of the World Challenge weight plus 5% or the STU rules weight plus 5%.~~"

7. #26398 (Angelica Sprehe) Request a phone call for discussion regarding weight
In STU, 9.1.4.1.H.6., strike the wording in the table as follows:
"~~AWD/~~RWD cars must reduce restrictor 1 mm from this table."

8. #26413 (Super Touring Committee) Advanced Aero E&O
In STU, 9.1.4.1.A.3.b., add the wording as follows:
"A wing no wider than the widest part of the body *(Not including the mirrors)*, with a maximum cord length of 12", and end plates that do not exceed 72.0 square inches each. The wing may be no higher than roof height."

**Touring**
**T1**
1. #24431 (Joe Aquilante) Request Mustang GT Limited Prep 2018 Classification
In T1-LP, Ford Mustang GT (2015-), add to the year as follows:
"(2015-*2017*)"
In T2, Ford mustang GT 5.0L (2015-), add to the year as follows:
"(2015-*2017*)"
In T3, Ford Mustang V6 (2015-), add the year as follows
"(2015-*2017*)"

In T1-LP, classify the Ford Mustang GT 5.0L (2018-) as follows:

| T1-LP | Bore x Stroke/ Displ. (cc) | Wheel-base (mm) | Max Wheel Size (inch) | Tire Size | Gear Ratios | Final Drive | Brakes (mm) | Weight (lbs) | Notes |
|---|---|---|---|---|---|---|---|---|---|
| *Ford Mustang GT 5.0L (2018-)* | *92.220 x 92.7 / (4957)* | *2717.8* | *19 x 11* | *315* | *3.66, 2.43, 1.69, 1.32, 1.00, .65* | *3.31, 3.73* | *(F) 355 (R) 330* | *3400* | *Ford Performance Handling Kit part #M-FR3A-M8, Sway Bars in M-FR3A-M8 kit part#M-5490-E, Rear Toe Bearing part #M-5A460-M, Strut Tower Brace part# M-20201-M,Camber Bolts M-3B236-A, Solid Differential Bushings part #M-4425-M, Solid Subframe Bushings part #M-5872-M, Dampers in Handling Pack part #M-18000-F, Performance Package Brembo front BBK 380mm permitted at +100lbs. 2014 Mustang GT exhaust manifolds permitted. Springs up to 800#/in front and rear permitted. Alternate metallic driveshaft permitted. Rear spring relocation to shock permitted with kit TBD. Ford Racing oil pan #M-6675-M50BR permitted. Boss and Laguna intake manifold permitted. 65mm flat plate restrictor required.* |

**T2**

1. #25961 (Matt Jensen) Request to Classify 2018 Audi TT RS

In T2, classify the Audi TT RS (2018 -) as follows:

| T2 | Bore x Stroke/ Displ. (cc) | Wheel-base (mm) | Max Wheel Size (inch) | Tire Size | Gear Ratios | Final Drive | Brakes (mm) | Weight (lbs) | Notes |
|---|---|---|---|---|---|---|---|---|---|
| *Audi TT RS (2018-)* | *82.5 x 92.8 (2480)* | *2504* | *19 x 10* | *275* | *3.563, 2.526, 1.679, 1.022, .788, .761, .635* | *1st/4th/5th, 4.059 2nd/6th/7th, 3.45* | *(F) 371 (R) 310* | *3400* | *40mm TIR required.* |

2. #25969 (Darin Treakle) Request for Adjustments on 2017+ Civic Type R

In T2, 2017 Civic Type R, make changes to the sway bar in the notes as follows:

"~~HPD Spring FR 51401-FC4Y-R6; HPD Spring RR 800LB 52441-FC4YR6;~~ HPD Adjustable RR Upper Arm 52390-F23S-A6; HPD ABS Modulator 57100-F23S-R6; 38mm TIR required. *Any sway bar front/rear up to 30mm allowed. Front springs up to 800lb allowed, rear springs up to 2000lb allowed.*"

3. #26287 (Touring Committee) Ford Mustang Boss 302 (12-13) - correct weight

In T2, Ford Mustang Boss 302 (12-13), change the weight as follows:

"~~3550~~ *3500*"

4. #26288 (Kurt Rezzetano) Request camber correction 005-2013 corvette C6

In T2, Chevrolet Corvette C6 Coupe /Grand Sport(05-13), strike the wording in the notes as follows:

"~~3.0 degrees MAX front camber.~~"

5. #26291 (Kurt Rezzetano) Request 98-02 Firebird 98-02 Camaro reloacte rear spring

In T2, Pontiac Firebird (98-02), add to the notes as follows:

"*Spring relocation to shock permitted.*"

In T2, Chevrolet Camaro SS (98-02), add to the notes as follows:
"*Spring relocation to shock permitted.*"

6. #26400 (Touring Committee) Class Ford Mustang GT 2018+ (reference letter 24431)
In T2, classify the Ford Mustang GT 5.0L (2018-) as follows:

| T2 | Bore x Stroke/ Displ. (cc) | Wheel-base (mm) | Max Wheel Size (inch) | Tire Size | Gear Ratios | Final Drive | Brakes (mm) | Weight (lbs) | Notes |
|---|---|---|---|---|---|---|---|---|---|
| *Ford Mustang GT 5.0L (2018-)* | *92.220 x 92.7 / (4957)* | *2717.8* | *19 x 11* | *315* | *3.66, 2.43, 1.69, 1.32, 1.00, .65* | *3.31, 3.73* | *(F) 355 (R) 330* | *3600* | *Ford Performance Handling Kit part #M-FR3A-M8, Sway Bars in M-FR3A-M8 kit part #M-5490-E, Rear Toe Bearing part #M-5A460-M, Ford Performance Radiator part #M-8005-M8,Strut Tower Brace part# M-20201-M, Camber Bolts M-3B236-A, Solid Differential Bushings part#M-4425-M, Short Shift Kit part#M- 7210-M8, Solid Subframe Bushings part#M- 5872-M, Dampers in Handling Pack part #M-18000-F, Ford OEM Performance Package Brembo front BBK and 380mm rotors permitted (Ford PN M-2300-V) at +50lbs. 50mm flat plate restrictor required. 2014 Mustang GT exhaust manifolds permitted. Springs up to 800#/in front and rear permitted. Alternate metallic driveshaft permitted. Rear spring relocation to shock permitted with kit TBD. Ford Racing oil pan #M-6675-M50BR permitted.* |

**T2-T4**
1. #26137 (Touring Committee) Correct Mazda MX-5 Hard Top Notes
In T4, Mazda MX-5 / Club Model (06-15), make changes to the notes as follows:
~~"Mazdaspeed MX-5 roof permitted #0000-07-5901-CC or #0000-07-5901 (discontinued DG Motorsports) with +20lb increase to base weight.~~ The SM5 suspension (only) is allowed with a 100 lbs. weight increase. Non-OEM limited slip differential allowed with +50 lbs. weight penalty. ~~Any hard top following the OEM silhouette allowed.~~ *Any OEM or aftermarket hardtop is permitted that retains the OEM roof silhouette, including Mazda hardtop part # 0000-07-5902-ND and part #0000-07-5901 (discontinued DG Motorsports).*"

In T4, Mazda MX-5 Miata/Club (2016-), make changes to the notes as follows:
~~"Mazdaspeed MX-5 roof permitted #0000-07-5901-CC or #0000-07-5901 (discontinued DG Motorsports) with +20lb increase to base weight.~~ *Any OEM or aftermarket hardtop is permitted that retains the OEM roof silhouette, including Mazda hardtop part #0000-07-5902-ND and part #0000-07-5901 (discontinued DG Motorsports).*"

In T3, Mazda MX-5 Global Cup Miata (2016-), make changes to the notes as follows:
"Any OEM or aftermarket hardtop is permitted that retains the OEM roof silhouette, including Mazda hardtop part #0000-07-5902-ND and *part #0000-07-5901 (discontinued DG Motorsports)*."
In T3, Mazda MX-5 Cup, make changes to the notes as follows:
"Any OEM or aftermarket hardtop permitted that retains the OEM roof silhouette, including ~~part~~ *Mazda hardtop part #0000-07-5902-ND and* #0000-07-5901, the discontinued DG Motorsports top (if a hardtop is used, latches shall be replaced with positive fasteners)."

In T3, Mazda MX-5 Miata (2016-), make changes to the notes as follows:
"Any OEM or aftermarket hardtop permitted that retains the OEM roof silhouette *including Mazda hardtop part #0000-07-5902-ND and part #0000-07-5901 (discontinued DG Motorsports top).*"

2. #26187 (Touring Committee) Consider opening class rules to allow any thermostat
In T2-T4, GCR section 9.1.9.2.D.i, add new wording as follows:
"*9. Any thermostat is allowed provided it serves no purpose other than the OE intent.*"

3. #26388 (Club Racing Board ) Cap 2016 Mazda Miata year at 2018
In T3, Mazda MX-5 Miata (2016-), make changes to years as follows:
"(2016-*2018*)"

In T4, Mazda MX-5 Miata/Club (2016-), make change to years as follows:
"(2016-*2018*)"

**T3**
1. #25832 (Touring Committee) Classify 2015+ WRX
In T3, classify the Subaru WRX (2015-) as follows:

| T3 | Bore x Stroke(mm)/ Disp. (cc) | Wheel-base (mm) | Max Wheel Size (inch) | Tire Size (max) | Gear Ratios | Final Drive | Brakes (mm) | Weight (lbs) | Notes: |
|---|---|---|---|---|---|---|---|---|---|
| *Subaru WRX (2015-)* | *86 x 86 (1998)* | *2649* | *18 x 8* | *245* | *3.454, 1.947, 1.296, .972, 0.780, 0.666* | *4.11* | *(f) 315 mm vented (r) 287 mm solid* | *3275* | *Max dia 24mm front and 22mm rear sway bars allowed. Max F/R spring rate 500 lb/in. 35mm Turbo inlet restrictor required. Rear camber arm SPC #67660 allowed.* |

2. #26161 (david mead) Request to allow T3 06-15 Miata 17x8 wheels
In T3, Mazda MX-5 NC (06-15), change the wheel diameter as follows:
"~~*17 x 7*~~ *17 x 8*"

3. #26162 (david mead) Request T3 06-15 Miata header
In T3, Mazda MX-5 NC (06-15), add to the notes as follows"
"*Any aftermarket header allowed.*"

4. #26175 (david mead) Request Pontiac GXP same allowances to Saturn Sky
In T3, Saturn Sky /Convertible (07-09), add to the notes as follows:
"~~*32mm*~~ *35mm* TIR required. *Hahn HIC-1150 or Dejon FIC-SSA Intercooler allowed. Maximum spring rate 800 lb/inch for coil over type spring permitted. Any aftermarket 4-piston caliper allowed.*"

5. #26384 (Touring Committee) 2005-2009 Legacy GT/Spec B
In T3, classify the Subaru Legacy GT/Spec B (05-09) as follows:

| T3 | Bore x Stroke/ Displ. (cc) | Wheel-base (mm) | Max Wheel Size (inch) | Tire | Gear Ratios | Final Drive | Brakes (mm) | Weight (lbs) | Notes |
|---|---|---|---|---|---|---|---|---|---|
| *Subaru Legacy GT/ Spec B (05-09)* | *99.5 x 79 2457cc* | *2670* | *18 x 9* | *245* | *(3.636, 2.235, 1.521, 1.137, 0.891, 0.707) (3.166, 1.822, 1.296, .972, .738)* | *4.11, 3.454* | | *3300* | *Up to 22mm front and 20mm rear sway bars allowed. Intercooler allowed. Max F/R spring rate 800 lb/in. 35mm Turbo inlet restrictor required. SPC- 67665 rear camber arm allowed.* |

## JUDGEMENT OF THE COURT OF APPEALS
## Bryce Aron vs. SOM COA Ref. No. 19-01-SE
## January 31, 2019

### FACTS IN BRIEF
On the morning of Sunday, January 6, 2019, following the Saturday, January 5, 2019, Group 7 race at the Palm Tree Winter Majors at Homestead-Miami Speedway, Bryce Aron, Formula F (FF) #81, protested the Group 7 race results. The Protest alleged Mr. Aron was shown a checkered flag at the conclusion of Lap 14 of a 20-minute race, causing Mr. Aron to retire to the pit prior to the end of competition. As a result, he surrendered his FF class first place position.

The COA notes that within the time limits specified in GCR 8.3.1.F. (Protest Procedures), Mr. Aron expressed intent to protest the provisional race results. Due to the lateness of the hour and end of day activities, the race officials granted him permission to present his protest on Sunday morning.

The Stewards of the Meeting (SOM) Mike Finn and Charles Shapiro (Chairman) met, reviewed the evidence, heard witnesses, and determined a checkered flag was not displayed for Mr. Aron. The SOM disallowed the protest. Mr. Aron appealed the ruling of the SOM.

### DATES OF THE COURT
The SCCA Court of Appeals (COA) Laurie Sheppard, Michael West, and Pat McCammon (Chairman) met on January 24, 2019, to review, hear, and render a decision on the appeal.

### DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Appeal letter and affidavit from Mr. Aron, received January 22, 2019.
2. Official Observer's Report and related documents, received January 22, 2019.
3. Video evidence considered by the SOM, received January 22, 2019.
4. Letter from Bob Ricker, Chief Steward, received January 21, 2019.
5. Letter from Lori Vitagliano, Assistant Chief Steward, received January 21, 2019.

### FINDINGS
As Mr. Aron, FF #81, was completing his Lap 14, he was leading a pack of cars consisting of FF #65, FF #19, Formula 500 (F5) #16, and FF #63. The overall race leader, Formula Continental (FC) #52, was completing his race-ending Lap 15 immediately behind the FF/F5 pack.

The COA fully reviewed the evidence available to the SOM, letters from the Chief Steward and Assistant Chief Steward, and additional evidence provided by Mr. Aron in his appeal. A Witness Statement from a Timing and Scoring worker states that one of the two Starters in the Starter's stand was waving a white flag for Mr. Aron and the other cars in the FF/F5 pack, which was completing Lap 14. It also states that the second Starter was "holding, not displaying the checker" for FC #52. In addition, the Witness Statement notes that FC #52 was four seconds behind FF #81, and that FC #52 slowed to avoid interfering with the race pack ahead of him.

The Witness Statement is corroborated by a screen shot from video provided by Mr. Aron. It shows a glimpse of a checkered flag visible below the knee rail of the Starter's stand and well within the confines of the stand and shows the white flag in the hand of the other Starter. Further, the screen shot shows the Starter holding the checkered flag had his back to oncoming race traffic, indicating he was preparing to but was not yet displaying the checkered flag to overall race leader FC #52.

General Competition Rules (GCR) Section 6.1.1.H. (Checkered Flag) requires the checkered flag be displayed to indicate the end of competition. GCR 6.10.4.A. (Checkered Flag) states, “The checkered flag is displayed at the finish line first to the winner.” GCR 6.10.4. (Race Winner) states, “The race winner is the car that completes…the greatest distance in the timed length of the competition.” Because the referenced FF/F5 pack had not passed the FC leader during the race, clearly FC #52 had completed the greatest distance at the end of the timed length of the competition.

The COA finds that a checkered flag held stationary and low within the confines of the Starter’s stand is not considered displayed. Rather, it is the typical action of a Starter handling flags before and after communicating information to on-track competitors.

**DECISION**
The COA upholds the SOM decision in its entirety. Mr. Aron’s appeal is well founded, and his appeal fee, less the administrative amount retained by SCCA, will be returned.

## RALLYCROSS

RallyCross Board Minutes | January 16-17, 2019

The RallyCross Board (RXB) met via face to face meeting in Las Vegas, NV on January 16th and 17th 2019. Attending were Steve Hyatt, Charles Wright, Kent Hamilton, Chris Regan, Keith Lightfoot, and Mark Macoubrie. Also in attendance, Howard Duncan and Brian Harmer with National Office.

The Secretary acknowledges that these minutes may not be in chronological order.

Steve Hyatt called the meeting to order at 8:02 am PST.

1. **Additions or corrections to the agenda:** None

2. **Annual Program Review:**
   - The RallyCross Program had a good year in 2018 with the follow statistics.
     - Total Number of Entries grew from 6228 to 7088 total entries (13.81%)
     - Total number of individuals grew from 2356 to 2644 Individuals (12.22%)
     - Total number of events grew from 191 to 209 total events (9.42%)
     - Total number of regions grew from 34 to 37.
     - Total percentage of individual attending one or two events is both down slightly and individuals attending 3-6 events are all up in percentage.
     - Total number of new individuals was 1357 people.

3. **National Event: (Divisional Stewards) The RXB and National Offices discuss the meaning and future of the national events including the National Championship and National Challenges.**
   - National Championship.
     - The intent of the National Championship is to be the premier event in SCCA Rallycross with the intention of attracting the best talent in the county to one event.
     - The RXB discussed ways to improve the event based on feedback provide by the Rallycross nationals planning committee and the SCCA member including the following:
       - Four run groups at the National Championship
       - Longer Courses
       - Change in the inquiry process to have inquires go to the Chief of Protest instead of the Event Steward.
       - Having Safety Steward, course designer and Event Steward be deciding parties in course changes.
       - Eliminate the expeditor position and have an assistant to the Chief Steward.
       - Change number of entrance cap to 135.
       - Allow parade lap to start as soon as drivers are in their cars. Not required to wait for workers to be at their stations.
       - Right size the grid workers.
       - Provide opening social event Friday night in lieu of town hall.
       - Looks for ways to better connect with the local community during the event. Maybe a cars and coffee or Par Exposé.
       - The event will remain open to all competitors until such time it sells outs on a regular basis. At such time the event format may change based on the event needs.
   - National Challenges
     - The intent of the National Challenge program is to provide a mid-level event attracting a larger pool of drivers including the following:
       - The National Challenges will be run like the National Championship so

competitors can get a feel for the difference between a regional event and national event.
    - The Challenge will also be a chance for competitors to drive against a higher caliber of drivers. Not all competitors will be able to attend the National Championship.
    - Due to time constraints the 2019 Challenges will be run similar to 2018 with the same guidelines
    - In 2020 the SCCA will create the RallyCross National Tour
        - Divisions may be used or new Zones/Conferences may be created
        - There will be three to four event in 2019. In 2020 events will be expanded to 4-5 and 2021 5-6 in 2022 with 6 a year being the final goal as the program grows.
        - The Tour rules will follow the National Championship rules.
        - Event schedules will be the same for each tour event.
        - The event will be a two day events
        - The event may be run by the division, national office or region.
        - Tour events will have contingency similar to the National Championship.
        - Tour events will offer a minimum of trophies, and other items such as a meal and T-shirts.

4. **RallCross Leadership:**
    - The RXB is still looking for new leadership including RXB members and committee members to be added over the next 2-3 years.
5. **RXB Liaison List**
    - RallySprints and RallyTrials – Steve Hyatt
    - Safety Committee – Chris Regan
    - Rules Committee – Keith Lightfoot
    - National Championship – Charles Wright
    - Growth and Development – Mark Macoubrie
    - Divisional Stewards – Kent Hamilton
6. **RallyCross Rules modifications:**
    - Delay implementation of electrical vehicle modifications in modified class and seek subject matter expert – Hyatt motion, Hamilton second carried 6-0.

    - **Vehicle Classification - Modified Category - 3.3.E.3.j**. - A non-OEM hardtop of a type substantially similar to the shape, design, construction, and weight of the OEM hardtop may be used if the vehicle is equipped with ~~an approved~~ a roll bar **built to current SCCA Hill Climb specifications or better** or **a** roll cage **built to current SCCA Improved Touring specifications or better**. Approved 6-0

7. **Marketing and Growth:**

    - The RXB and National Office discussed how to sustain growth in the program over the next several years. There is opportunity in several regions to grow the program. Several regions also indicated the region would like to either start a program or revitalize a program in the next 1-2 years. The RXB will work with the National Office, Divisional Stewards and Growth and Development Committee to evaluate ways to grow in emerging regions and existing regions. The RXB discussed limited marketing effort in targeted area in increase attendance. The RXB also discussed providing better resources to regions and divisions to start and grow programs.
8. **2019 SCCA Convention RallyCross Town Hall Topics (Wright):**

    - RXB shared data on the program based on data collected from all regional events.
    - The RallyCross National Championship was discussed
        - The 2019 Championship will be in Indianola in 2019.

        - The event will utilize 4 run groups. As a result preparation levels may not run together.

- The format will include two courses on Saturday and one course on Sunday.
- The event will target course length of a minute or longer for each course.
- The event will target a total of 10 runs.
- Class inspection will be on Friday afternoon.
- The site will be evaluated and repaired from last year's event.
- The site needs to have access to equipment all weekend for the national event.
- Town Hall will be changed to a social event on Friday night.
- The entry cap will be changed to 135. The event typically experience a few cancellations prior to the start of the event which will allow the last years cap to be met.
- Challenge winners will have early registration.
- Flow of cars onto the grid will be moved to due to concerns of the home owners adjacent to the site.
- The SCCA will look at the possibility of an SCCA owned site in the future.
- Plans for future growth include running two courses simultaneously if enough land is available and the total amount of competitors increases.

- Challenge events will be as follows
  - Format will be changing in 2020. 2019 will follow the same format as2018.
  - In 2020 zones/conferences may be created to better align activity across the country
  - Challenge/Tour events will move around from year to year.
  - Event T-shirt may be offered with front and back with one side being event specific and one side be a tour design
  - The events will be two day events with a welcome party, trophies, etc.
- Rules
  - The rules survey yielded good results in 2018 with 2200-2400 entries there was a 25% response rate on the rules.
- Running events with other organizations
  - get SCCA insurance
  - maintain SCCA standards

9. **Motion to adjourn: 11:30 am PST January 17th, 2019**
10. **Next RXB Meeting February 5, 2019.**

## RALLYCROSS

RallyCross Board Minutes | February 5, 2019

The RallyCross Board (RXB) met via conference call on December 5th, 2017. Attending were Steve Hyatt, Charles Wright, Kent Hamilton, Chris Regan, Keith Lightfoot and Mark Macoubrie. Also in attendance Marcus Merideth and Chris Albin, BOD Liaisons and Brian Harmer with National Office.

The Secretary acknowledges that these minutes may not be in chronological order.

Steve Hyatt called the meeting to order at 7:05 pm CST.

1. **Additions or corrections to the agenda:** None

2. **Chairman's report:** (Hyatt): No Report

3. **Committee reports:**

- RallyCross Safety Committee (Regan)
  - Updates: No incidents reported in January. Safety Stewards training was offered at the national conventions.
  - Online training: Discussed putting questions on a cycle. Chris will work with Jim Perrin to determine how the online question may be changed on a regular basis.

- Rules Committee (Lightfoot)
  - Updates: Updated rules for the 2019 season have been posted. Rules clarification summary and 2020 rule change proposals will be posted in the near future. The RXB discussed how comments made on the forum, Facebook and SCCA.com are addressed by the committee.

- RallySprint Committee (Hyatt)
  - Updates: New England had event in January. Nine cars attended. Event was successful. Next event is in February. There are currently nine entries. Hawaii is working on a RallyCross/RallyTrials event for 2019.

- National Championship Committee (Wright)
  - Update: Discussion held by the RXB at the face to face to meeting have been sent to the RXNC-PC for review and incorporation. The committee will start meeting regularly to plan the 2019 event.
  - National Tour (Harmer): Three events have been proposed for the 2019 RallyCross National Tour. Ohio, Kansas City and Utah are the proposed locations. Chris Regan proposed motion to accept dates and locations. Kent Hamilton seconded the motion. Motion carried 5-0.
    - Utah Region - May 24-26
    - Ohio Valley Region - June 14-16
    - Kansas City Region - July 19-21

- Divisional Steward Liaison (Hamilton)
  - DRXS meeting: Phone call last Thursday. Five stewards and the RXB Liaison attended the call. Divisional Stewards are concerned about site and available land for three full courses at the national championship site. Length of course and existing

use of springs is a concern from previous events. .
- Divisional Stewards discussed the sanctioning process and how the divisional stewards are notified of new events being approved.
- Divisional Stewards discussed the use of a land plane to shape the ground and repair sites. Once the design is completed it will be sent to all Divisional Stewards.

- Growth and Development Committee (Macoubrie)
  - Updates: email has been sent to the committee and Divisional Stewards asking what the committee should focus on for 2019. The committee will ask for the details on the ground plane once sent. The committee will start looking at how information flows from the national office, RXB and Divisional Stewards to the Regions and what type of support can be provided to help grow and strengthen regions. The committee will work on developing a clear pathway of communication between all entities.

**1. Old business:**

- Sanction Applications (Harmer): Right after convention an update was provided. Divisional Stewards will be copied on all sanctions. The National Office has reviewed the processes and will provide a thorough review of all sanctions prior to issuing the sanction. The national offices is finding a high percentage of sanction forms have errors when submittal. This is causing the process to slow down and the need for the requestor to fix the sanction and send it back in. The RXB and National office will be looking for ways to improve the experience and help regions provided correct forms the first time.
- National Convention Follow-up (Macoubrie) Mark Utecht and Mark Walker were approved to be added to the court of appeals. Kent Hamilton will notify them of the appointment. The RXB discuss 2019 marketing opportunities and selective marketing with the National Office and BOD. The RXB has been in discussions with ARA about the allowance of UTV in stage rallies including classing to see how that may apply to RallySprints. All annual awards were presented at either the Convention or Divisional Meetings.
  - Dirty Cup – Ron Foley
  - Region of the Year – St. Louis
  - Division of the Year – Midwest Division
  - Spark Plug – Leon Drake
  - True Grit – Sean Grogan

**2. New business:**

- New Regions Macoubrie Four new regions have shown interested and are working to have events in 2019 including Texas, Las Vegas, Philadelphia and Oklahoma. The RXB and Divisional Stewards will be working to help these regions get start new programs are excited to see the potential of new events in these areas.

4. **Motion to adjourn: 8:43 pm CST**

5. **Next RXB Meeting March 5, 2019.**

SCCA Road Rally Board Minutes
Thursday, December 13, 2018

Those present: Jim Crittenden, Mike Bennett, Peter Schneider, Wendy Harrison, Clyde Heckler, Mike Thompson (NEC Chairman), Brian Harmer (National Staff), Jamie Mullin (National Staff), Earl Hurlbut (BOD Liaison), Jeanne English (Secretary)

The meeting was called to order by Chairman Jim Crittenden at 7:30 PM CST.

Jim was going to introduce our new BOD liaison, Jeff Zurschmeide who is replacing Bob Dowie, but he is not yet in attendance.

Approval of November minutes; stand as published.

Road Rally Media

- Planning calendar - last published December 1, 2018. Thank you, Jeanne.
- RReNewsletter – Text "roadrally" to 22828 to subscribe. Thank you, Cheryl. New edition imminent

SCCA Staff Report (Jamie Mullin, Brian Harmer) - voting on rallies of the year, updating sanction application, updating audit forms with new fees. Jamie reported that the sanction app has been updated and can be found on the RoadRally web page, also on your profile page under the leadership menu; be sure to list emails for additional insureds in section 3; sanction@scca.com should already be on the form; save it, then send it to SCCA; online sanction apps will probably not be available until 2020. The audit forms are almost done. For the Gervais and Teter awards, almost all ballots were returned, final tally will be by end of day Monday. We will decide divisional and regional road rally achievement awards tonight.

NEC Report (Mike Thompson) Mike's calendar lists liaisons for about half of the rallies. There has been some discussion about the BLINKER definition, the NEC is concerned about this and is working on it. Are the current NEC members continuing for next year? Mike will check at their next meeting.

**Old Business**

Training videos – Wendy, Mike B, Peter – Wendy needs the current RoadRally Safety Steward manual, Peter will send it to her; Wendy will prepare an outline, then solicit videos from the rally community

Improvements to safety steward program – Mike B. – Peter will send the updated manual to all Safety Stewards, and Safety Steward Instructors

Rally starter materials – Clyde – will send info to Brian, for website, timelines, etc, wants input/ suggestions from Brian

Status of regions requesting rally assistance – no report this month

Replacement Northern Pacific Division Rally Steward – Jeanne will do it until we find someone

**New Business**

Worker credit on dual events - Jim has notified the points keeper of the policy, to not get double points, he agreed

Status of rule change proposals - the BOD accepted our 2 proposals.; Jim will notify Bruce to update RRRs, to get them to Jamie for publication, moving into Kindle but no change needed by us; rule changes in Fastrack, Jim sent his email also; Wendy asked about a footer that shows the sections in the RRRs, Brian says that can be done. Jim has an issue that next year we not publish all submitted changes, such as those which that stand no chance of being approved; thoughts?

Convention planning – any issues?

- Sessions – still being worked on
- RRB meeting – Sunday, 8 am – 11 am
- Registration – Jamie has set us up for registration

The meeting was adjourned to Executive Session.

Respectfully submitted,

Jeanne English
Secretary

SCCA Road Rally Board Minutes
Sunday, January 20, 2019

Those present: Jim Crittenden, Wendy Harrison, Peter Schneider, Mike Bennett, Chris Robbins (National Staff), Howard Duncan (National Staff), Earl Hurlbut (BOD Liaison), Lee Hill (BOD), Jeanne English (Secretary); not present: Clyde Heckler, Mike Thompson (NEC Chairman).

The RRB met at the SCCA Convention in Las Vegas. Jim called the meeting to order at 8:03 am PDT.

- First order of business is discussion about the Road Rally Safety Steward video, with Wendy, Peter, and Chris Robbins. Jim reported that the BOD would consider a budget proposal from the RRB. We need to get estimates which are often as high as $7000 to $10000, Peter said that Mark E Johnson can use his students, and do it for perhaps $3500. Chris said that the project is meaningful and small enough; meeting the goal of "just in time, just enough, and just for me"; this is #1 on Chris' priority list. Wendy asked Chris is he could mentor us to get it done; he said he would send the objectives of training. Chris also talked about the new LMS program which links directly to the SCCA website. SCCA pays monthly for 1,000 users. This is for training, not webinars; it is modular, easy to re-do, unlimited content-wise, people sign up to use it for one year, some things can be available outside of LMS, such as a video. It is linked directly to the SCCA database; this can be used for new RRSSs, and renewals.
- Jim talked about regional development, saying that one-third of the regionals have rally programs. Any thoughts on how to find others? Chris said that people have to see themselves doing it, suggesting that we need a one or two minute promo – showing people inside the car, at checkpoints, and at the finish.
- SCCA Staff Report (Howard Duncan) - Howard reported that Jamie has a new assignment doing all sanctions, not just roadrally [he noted that if you have sanction number but no insurance certificate, you are still good to go; a sanction number means that an insurance certificate is issued]. With Hagerty now being an SCCA sponsor, there is no change with K&K, they function totally separately. Jim asked who handles publishing of rule book? Brian, who makes it to accommodate Amazon requirements.

And now back to the agenda:

- Status of December minutes – Jeanne -- in process.
- Road Rally Media
  a. Planning calendar - published January 21, 2019. Thank you Jeanne.
  b. RReNewsletter – Text "roadrally" to 22828 to subscribe. Thank you Cheryl.
- Old Business
  a. Training videos – Wendy, Mike B, Peter – see above
  b. Improvements to safety steward program – Mike B – see above.
  c. Rally starter materials – Clyde – not present
  d. Status of regions requesting rally assistance – no report
  e. Notification of RRB policy on dual event worker credit – Jim talked to Bruce who is now doing points as requested.
- New Business
  a. Status of 2019 RRRs – Jim. – ready to go
  b. Status of 2018 awards – Jim. Only item left is certificates.
  c. Any options for 2019 USRRC? See Executive Session
  d. **Planning for 2019 – what are you willing to do for our mission of More Regions, More Rallies, and More Contestants?**

  Wendy – will contact Christie Graham, Cincinnati, actually has a rally program but could

use some help; new people come in totally unprepared. Encourage people to make videos so others can see what road rally is; heading group of three for Safety Steward training.

Jeanne – continue as secretary and doing RoadRally Planning Calendar

Mike B – co-teach rally school; fine tune SS training manual and work on video

Peter – update GTA safety manual, contact Sasha Lanz, wants commitment from RRB to contact more regions for rally interest, make sure DRRS are doing their job

Jim – wants to be active in deploying the Richta GPS app, possible branding with SCCA (?); work with regions to begin cohosting rallies with independent clubs – e.g. Chicago has an active club doing GTA rallies; this is an opportunity for regions to increase numbers, these rallies would still require SCCA membership and sanction process, finances can be split however the clubs want, the other club gets exposure to SCCA and better insurance; other interested regions: Ohio Valley, Oregon.

Howard – how better to promote rally to other regions, will talk to Chris Robbins

e. After Action discussion on the convention, the sessions we did:

Mike B – the RRSS session needs to be at least 1½ hour, and it needs more than one person; let Chris Robbins know for scheduling next year.

Peter – Social Rally session covered some of same info as earlier sessions; TSD session was more heavily attended; next year make sure session descriptions are better.

Jim – this is all good info; have handouts next time? Give info about how much effort required to put on a rally. What about lapel mikes, leaves your hands free.

Lee Hill asked about our impressions of the convention? Jim liked food, and the buffets. Wendy liked the awards being in separate sessions. Jeanne said she wished she had a clone to attend sessions she couldn't get to. Jim would like a different venue because entertainment here is limited (Sorry Jim, the contract is already signed for next year back at the South Point). Lee likes the hallway here, they're good for networking; overall there was good energy.

And finally, Howard had something for us to think about – should we change the program name to just 'Rally' ?

Meeting adjourned at 11:30 am PDT.
Next meeting via conference call on February 14. Update: date changed to February 21.
Respectfully submitted,
Jeanne English,
Secretary

## TIME TRIALS

Updates and information about Time Trials can be found at TimeTrials.SCCA.com

## QUICK LINKS

The following items have been removed from regular inclusion in Fastrack News and can be found on SCCA's website at the following links:

AUTOCROSS

Tire Rack SCCA Solo National Championships:
http://www.scca.com/solonats

Forms:
http://www.scca.com/downloads/

Rulebook:
http://www.scca.com/pages/solo-cars-and-rules

RALLY

Forms:
http://www.scca.com/downloads/

RallyCross Rulebook:
http://www.scca.com/pages/rallycross-cars-and-rules

Road Rally Rulebook:
http://www.scca.com/pages/roadrally-rules

ROAD RACING

SCCA National Championship Runoffs:
http://www.scca.com/runoffs

Accredited Driver Licensing Schools:
http://www.scca.com/pages/driver-s-school-w-table

Forms:
http://www.scca.com/downloads/

Technical Forms:
http://www.scca.com/pages/cars-and-rules

General Competition Rules (GCR):
http://www.scca.com/pages/cars-and-rules

TIME TRIALS

TIME TRIALS INFORMATIONS
TimeTrials.SCCA.com

SCCA NATIONAL CONVENTION

Event page:
https://www.scca.com/events/1983542-2017-scca-national-convention

EVENT CALENDAR:

SCCA Events:
http://www.scca.com/events/

Fastrack news official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED April 2019

## BOARD OF DIRECTORS

The SCCA Board of Directors held an electronic vote for the following items on February 6, 2019.

**MOTION:** To Approve the following CRB item effective 3/1/19. MM/BD. Passed.

**GCR**
2. #26051 (John LaRue) Runoffs Invitations 3.7.4.A.1.a
In GCR section 3.7.4.A.1.a, add wording to Runoffs participant requirements as follows:
"Participate on track in a minimum of three *(3)* separate U.S. Major Super Tour and/or Conference event weekends and have a minimum of three *(3)* individual race starts, all in the same class. Events may be a part of any Conference.

A driver may substitute two *(2)* Regional-sanctioned weekends for one *(1)* of his three *(3)* Majors weekend participation requirements. Eligible Regional weekends shall occur between January 1*st* of that year and a date not less than three *(3)* weeks prior to the start of the Runoffs or as otherwise specified in the Runoffs supplemental regulations. Endurance races are not eligible.

Drivers in the following classes may replace participation in ~~one~~ *up to two (2)* Majors weekend*s* with ~~an~~ SCCA Pro Racing weekend*s* in the corresponding class. *Drivers who substitute one (1) Majors weekend with an SCCA Pro Racing weekend must have three (3) Majors/Super Tour race starts. Drivers who substitute two (2) Majors weekends with two (2) SCCA Pro Racing weekends must have two (2) Majors/Super Tour race starts.* Drivers must request this replacement through the Club Racing Department, and pay the entry fee to ~~a~~ *the* Majors event*(s)* of their choice, to be collected and distributed by SCCA.

GT1 – TA
GT2 – TA2 or TA3
T1 – TA3 or TA4
T2 – TA4
*FA – F3, F4, Atlantic (FRP), FB (FRP)*
*FC – F2000 (FRP)*
*FF – F1600 (FRP)*

**MOTION**: Approve CRB these rules changes as presented effective 3/1/19. MM/BD. Passed.

**AS**
1. #25734 (Matt Jensen) Request LS1 RP Power Adder
In AS, Chevrolet/Pontiac Camaro & Firebird (98-02) Restricted Prep. 5.7, add to the notes as follows:
"*GM Performance Parts camshaft Kit P/N-19355738 is permitted. May use flywheel/clutch as specified in the Full Prep American Sedan rules.*"

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2. #25735 (Chris Majba) Request Performance Parity of Dodge Challenger with other RP/UP
In AS, Dodge Challenger (08-14) Restricted Preparation 5.7, add to the notes as follows:
"*Mopar Performance Parts LX LC LD Cold Air Intake System is permitted. Mopar Performance Parts camshaft stage2 Kit P/N-77072313AB is permitted.*"

3. #26037 (Matt Jensen) Request to Allow Magnum 6060 RP Replacement Transmission
In AS, Chevrolet/Pontiac Camaro & Firebird (93-97) Restricted Prep. 5.7L, add to the spec line as follows:
"*Tremec TR6060 transmission may be used as a replacement assembly for the OEM transmission. P/N-TUET11009.*"
In AS, Chevrolet/Pontiac Camaro & Firebird (98-02) Restricted Prep. 5.7L, add to the spec line as follows:
"*Tremec TR6060 transmission may be used as a replacement assembly for the OEM transmission. P/N-TUET11009.*"

**GCR**
1. #25608 (Betsy Speed) Proposed change to wording in GCR 3.5.1 regarding minors
In GCR section 3.5.1, make changes to the wording as follows:
"*a.* All participants must be properly credentialed for the event. Each adult participant must also either sign the SCCA waiver at the event or have an SCCA annual waiver on file at the National Office and present his hard card it at registration. Each minor participant must also have the event minor waiver signed by one or both parents. *If the minor, between the ages of 14 and the age of majority as determined by the law in the state of the individual's residence (typically 18 years old, varies by state), requires hazardous area credentials they must* have an executed annual minor waiver on file at the National Office and present his hard card at registration.
*b. A PARTICIPANT is one who has been permitted to compete, officiate, observe, work for, or participate in any way at an SCCA sanctioned event AND/OR being permitted to enter, for any purpose, any restricted area.*"

**SM**
1. #25914 (Richard Powers) Request 9.1.7.C.7.d. Mirror Mounting: Increase 6 inch limitation
In SM, GCR 9.1.7.C.7.d, make changes as follows.
"Mirror mounting position may be changed~~,~~ but must remain within ~~6"~~ *10*" of the original location on the exterior of the door."

2. #26122 (Spec Miata Committee) SM Wet Tire
In SM, GCR Section 9.1.7.C.5, make changes and add new section as follows:
Wheels~~/Tires~~
"Any wheel/tire may be used within the following limitations:
a. Required rim diameter is fifteen (15) inches. Maximum rim width is seven (7) inches. Minimum weight of wheel shall be 13 lbs without spacers. All four wheels must be the same dimension including offset.
b. All wheels must be one-piece metal castings (not multi-piece wheels, bolted, riveted or welded together).
~~c. Tires 1. Regional and Majors Competition~~
~~All cars shall use the P205/50ZR15 Hoosier "SM7" Spec Miata Dry or the P205/50R15 Hoosier "H2O" Spec Miata Wet tires.~~
c. The front track shall not exceed 1450 mm. The rear track shall not exceed 1475 mm *as measured per Appendix G, Measuring Track.*
*d. Aftermarket wheel studs, lug nuts, and wheel spacers are permitted. If spacers are used they shall be no greater than 13mm and equal per axle.*

*e. Tire tread (that portion of the tire that contacts the ground under static conditions) shall not protrude beyond the fender opening when viewed from the top perpendicular to the ground. To determine compliance, the vehicle should be rolled through a powdered substance, as raced with driver, in order to indicate the tire tread contact patch under static conditions."*

*"6. Tires*
*Competitors must use the official SM Dry tire or SM 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.*
*b. Dry: P205/50ZR15 Hoosier SM7. Required for all cars Regional and Majors competition.*

*c. Wet: P205/50R15 Hoosier SMW.*
*1. Majors competitors may use either the 205/50R15 Hoosier H2O or the 205/50R15 Hoosier SMW up until June 2nd, 2019. Effective June 3rd, 2019 all Majors/Super Tours competitors must use the 205/50R15 Hoosier SMW.*

*2. Regional competitors may use either the 205/50R15 Hoosier H2O or the 205/50R15 Hoosier SMW.*
*3. In 2020 all Regional and Majors competitors will be required to use only the 205/50R15 Hoosier SMW wet tire."*

3. #26133 (Ron Gayman) Request NB knuckle for NA
In SM, GCR section 9.1.7.C.3, add new section as follows:
"*T. NA 90-97 cars may use the OEM Mazda 99-05 (NB) model year rear uprights. NA Cars upgrading to the OEM Mazda NB rear upright must use the NB rear upright on both sides of the car. Miss-matching of rear uprights is not allowed.*"

**Strategic**
1. #25936 (Marcus Merideth) Kart License Acceptance
In GCR section 4.3, add Karting Licensing as follows:
*".6 Karting License*
*Divisional licensing administrators may consider karting experience toward a full competition license. Organizations with robust licensing processes (ie. SKUSA) will be considered for automatic issuance of a full competition license. Ease of entry via this path will be promoted within SCCA and to karting groups through all available communication resources."*

2. #26055 (SCCA Staff) Create Vintage Sanction/Allow GCR classes to run Vintage races
In GCR section 3.1.4., make changes as follows:
"Vintage/Historic races *are exhibition events and not intended to be competitive. Vintage/Historic races may be stand-alone or* may be included on *as part of an* SCCA *sanctioned Regional or Conference Majors event weekend* ~~programs~~ under the following conditions:

*A.* The Vintage/Historic event is provided for *under a Vintage* ~~in the~~ sanction and Supplemental Regulations.

*B. Vintage/Historic events are run under the 13/13 rule.*

*a. At a minimum any participant being found at fault in an accident will be put on a probation for a recommended 13 months. Any participant being found at fault in an accident while on probation will be excluded from further participation and suspended from competition for 13 months.*

*C.* Each driver is an SCCA member holding an SCCA Full Competition License, SCCA Pro License, Vintage License or an SCCA Novice Permit as provided in AppC.2.7.D. and F., or an SCCA approved license.

The following organizations' licenses are currently approved by SCCA for competition in Vintage/Historic events:
1. Classic Sports Racing Group (CSRG)
2. Historic Sportscar Racing (HSR)
3. Society of Vintage Racing Enthusiasts (SOVREN)
4. Sportscar Vintage Racing Association (SVRA)
5. Vintage Auto Racing Association (VARA)
6. Vintage Motorsports Council (VMC) and VMC member organizations
7. Vintage Driver's Club of America (VDCA)

Please direct any questions about licenses to the ~~Club~~*Road* Racing department in the National Office.

*D.* All Vintage cars must conform to Appendix Z of the SCCA Vintage Competition Rulebook (VCR), publication #5684 dated March 2005. Roll cages as defined in Appendix Z of the current VCR are required in all production cars considered model year 1973 or later. There is no requirement for cars from model year 1972 or earlier to have roll cages; however, members are encouraged to install roll cages in such cars where satisfactory installation can be achieved. At a minimum, roll bars are required for production cars from model year 1972 or earlier. Where allowed, roll bars must conform to Appendix Z of the current VCR. Driver restraint systems must meet current GCR requirements.

Driver restraint systems must meet current GCR requirements. Driver window safety net or arm restraints are required in closed cars. Open cars require arm restraints.

*E.* Vintage/Historic cars shall not be allowed to be grouped with any other SCCA racing classes *in SCCA Regional and U.S. Majors Tour events* (except in a Driver's School).

*F. Vintage/Historic sanctioned race groups may include non-vintage classes.*"

In GCR Appendix B 1.4.2., make changes as follows:
"H. Vintage cars may not be grouped with any other type of cars *at SCCA Regional or U.S. Majors Tour events but may be combined* ~~except~~ at Drivers' Schools.
*I. Vintage/Historic sanctioned race groups may include non-vintage classes.*"
In GCR Appendix C, Table 1, make changes to Vintage Renewal OTHER as follows:
"Results of ~~2~~ *1* Vintage Race~~s~~ or ~~2~~ *1* SCCA Regional Race~~s~~ from the prior 12 months."
In GCR Appendix C, Table 1, make changes to Full Competition Renewal OTHER as follows:
"Results of 1 SCCA U.S. Majors Tour or Regional Sanctioned Race/*Vintage/*Pro/FIA weekend per year."

Note from the CRB:

Current rules prohibit modern GCR classes from running in vintage-based run groups. This recommendation allows for special events (anniversaries, celebrations, etc.) to blend modern vehicles with vintage vehicles, but keeping the spirit of vintage racing where the focus is on exhibition rather than competition. The creation of a vintage sanction type differentiates the rules each run group on a weekend are run to. Since sanction/insurance/VIP fees are based on a per-entry basis, this will not introduce additional fees or paperwork to a host Region. The introduction of 13/13 aligns with the common practice of other vintage organizations, making SCCA events more relevant in that market.

## SOLO EVENTS BOARD

### SOLO EVENTS BOARD | February 27th

The Solo Events Board met by conference call February 27th. Attending were SEB members Brian Conners, Mike Brausen, Bob Davis, Zack Barnes, Keith Brown, Mark Scroggs, and Marshall Grice; Charlie Davis, and Chris Albin of the BOD; Doug Gill and Howard Duncan of the National Staff. These minutes are presented in topical order rather than the order discussed. **Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is 1/1/2020.**

Comments regarding items published herein should be directed via the website www.soloeventsboard.com

**Member Advisories**

**Solo Nationals**

#25562 Course Designer for 2019 Solo Nationals

The SEB has approved Mike Feldpusch and Jason Frank as course designers for the 2019 Tire Rack Solo Nationals.

**Street Touring Category**

#26283 Request for consideration to join the STAC

The SEB has approved the addition of Andrew Clark to the STAC.

#26380 STAC vacancy

The SEB has approved the addition of Annie Gill to the STAC.

**Street Prepared Category**

#24686 15.2.A clarification request

Per the SPAC, occasional contact between the tires and chassis and/or bodywork components is expected as part of the allowed modifications, and in most cases this contact does not fundamentally provide more tire clearance. Competitors are reminded that modifications to areas inboard of the vertical hub/wheel mounting face (particularly for allowing tires larger than would otherwise fit) are prohibited whether the modification is performed intentionally (i.e. by cutting, bending or hammering) or whether it occurs as a result of incidental contact with a tire during normal autocross maneuvers.

**Prepared Category**

#26282 Adding My Name to the PAC List

The SEB has approved the addition of Jeff Minor to the PAC.

**Change Proposals**

**Street Category**

#24903 NOC vs Catch-all

The SEB and SAC are requesting member feedback on the following proposed rule change:

Add to Appendix A under STREET CATEGORY, to the end of the first paragraph as follows:

*"Any car listed under a NOC classification is ineligible for National events. See section 13.0 for other eligibility requirements."*

In an effort to simplify the NOC listings, the SAC is soliciting member feedback

regarding potentially competitive cars that are currently classed solely by a NOC listing. These cars include the following:

AS

Jaguar F-Type (NOC except Project 7)

CS

Mercedes SLK (NOC)

911 (non-turbo, NOC)

FS

Mustang (V8, NOC)

Camaro (V8 non-supercharged, NOC)

Firebird (V8, NOC)

G8 (V8 & NOC)

Catch-All V8 sedans, pick-ups, and sedan-derived convertibles (NOC)

GS

Audi A6 (V6 NOC & 4 cyl)

GM FWD Models (4-cyl turbo, 6 cyl, ecotec or quad 4 engines, NOC)

VW 1.8 Turbo Models (NOC) (2002-06)

Volvo Turbo models (NOC)

Saab Turbo models (NOC)

HS

Chevy Beretta (NOC)

Alfa Romeo Sedan (NOC)

BMW 320 (NOC)

Fiat (NOC)

Hyundai (NOC)

GM FWD Models (NOC)

GM RWD V6 Models (NOC)

Mercedes (NOC)

Renault (NOC)

Saturn DOHC (NOC)

Saturn Ion (NOC)

VW Rabbit & Rabbit GTI (all, NOC)

VW VR6 (NOC)

Subaru Imprezz (NOC)

Subaru Legacy (NOC)

Subaru Sedan Turbo (NOC)

Subaru (NOC)

Volvo (NOC)

Catch-All RWD pickup trucks (NOC)

**Kart Category**

#26523 Feedback for sunset of Formula Junior engines

The KAC is looking to remove the following engines for the 2020 season for JA and JB.

The reasoning behind this is because of a lack of production, and parts availability issues due to age of the engine packages.

Briggs Raptor

Rotax Mini-Max

Rotax Micro-Max

Comer k-80

Yamaha Kt-100

The KAC is requesting feedback from and/or regarding people who are actively using these engines.

**Not Recommended**

**Street Category**

#25429 Street#24097 reclass 997 Porsche turbo S to SS

Thank you for your input. Due to production numbers and performance parameters, the SAC does not believe this is a good fit for SS.

#25430 Move BMWs out of the stock pony car class to BS

The SAC has withdrawn the following proposal but will continue to monitor participation in FS. The SAC would appreciate further member comment on the future direction of FS.

Move from FS to BS

BMW

*M3 (Competition Package)(E9x chassis)*

#25865 #22772 #20102 Replacing Electronic Shocks

Thank you for your input. The SAC will be monitoring the shock absorber developments in SS.

#26049 Replacing Electronic Shock proposal(#22772 & #20102)

Thank you for your input regarding the electronic shocks rule for SS. The SAC and SEB prefer to apply it only to SS at this time.

#26317 Open up wheel width allowance

Thank you for your input. The SAC believes the wheel allowances are adequate as written.

#26319 Move 2009-2011 GTR (aka CBA) to AS

Thank you for your input. The SAC believes this car is appropriately classed.

#26324 Ford Focus RS Split

Thank you for your input. The SAC believes the front differential in the 2018 cars is a sufficient difference to warrant keeping them in BS.

#26350 Camber Plates

Thank you for your input. The SAC does not believe camber plate allowances fit the

spirit of the Street category.

**Street Touring Category**

#26157 What class is the 2018 Camaro with 2.0L turbo when modified?

Thank you for your input. The STAC does not feel that the 2.0L Turbo Camaro fits the performance envelope of STU. While the car is not currently classed Nationally, at the Regional level it is eligible for the ST category under the applicable STH catch-all.

#26191 Restriction to Factory Boost Piping when changing CAC

Thank you for your input. Unfortunately, not all cars will be able to take advantage of all allowances equally. Currently the STAC is not interested in additional allowances for changes to OE charge pipes.

#26450 Lets be logical and finnalt move Non Torsen NB Miata to STS

Thank you for your input. The STAC does not feel that adding the NB Miata to STS would be in the best interest of the class.

**Street Prepared Category**

#26407 Consider doing the RIGHT THING...Please the 128i from BSP to DSP

Thank you for your input. The SPAC is currently working on the limited prep proposal, as previously published in Fastrack. Please see an update to that proposal in a future Fastrack.

#26430 Clarification on Fuel Pump / Camshaft

Thank you for your input. Replacing a camshaft for the purposes of changing a fuel pump is not permitted, and the SPAC does not believe that allowing alternate camshafts is in the best interests of the category.

**Street Modified Category**

#26148 aero in Street Modified Category

The SMAC is in agreement that we cannot write rules to cover all potential “loopholes”. Writing of more rules creates more loopholes, until it becomes a spec class.

Aero allowances in SM are confined to wings and splitters. The SEB/SMAC recognizes that body panels, bumper covers, and side view mirrors have some intrinsic aero influence; however, competitors are strongly cautioned to not make tortured interpretations of the rules allowances.

**Prepared Category**

#26465 Rotary Engine displacement calculation (SM, Prep, Mod)

Thank you for your input. The PAC would like to let recent XP weight adjustments take effect, before we consider any additional weight changes. We will continue to monitor the competitive balance of rotary and piston engines.

**Kart Category**

#23287 Electric class karts

Thank you for your input. The KAC does not recommend adding electric propulsion to KM at this time, but will continue to monitor the industry including alternative powerplants.

#23318 Electric Karts class

Thank you for your input. The KAC does not recommend adding electric propulsion to KM at this time, but will continue to monitor the industry including alternative powerplants.

## Other Items Reviewed

### Solo Nationals

#25703 For your consideration

Thank you for your input. Please see the response to item #25562.

#25971 Solo Nationals course design.

Thank you for your application. Please see the response to item #25562.

#26186 Nationals Course Design

Thank you for your application. Please see the response to item #25562.

#26333 Course Designer application

Thank you for your application. Please see the response to item #25562.

#26335 Course design

Thank you for your application. Please see the response to item #25562.

#26339 National Tour and/or Championship course design

Thank you for your application. Please see the response to item #25562.

### Street Category

#25880 SAC Application

Thank you for your application and willingness to serve as a committee member.

#25990 Electronic shock controllers in SS

Thank you for your input. The rule is going into effect for 2019.

#26058 SAC Application

Thank you for your application and willingness to serve as a committee member.

#26256 SEB recommendation to allow evaluation of programable shocks

Thank you for your input. The SAC will continue to closely monitor how the rule affects the performance balance.

#26360 Please monitor status of Veloster N

Thank you for your input. The SAC will indeed be closely monitoring the performance of the Veloster N.

### Street Touring Category

#25137 STAC application

Thank you for your application to the STAC and willingness to serve as an AC member.

### Prepared Category

#26231 Responce to PAC opening

The PAC thanks the member for their interest in serving on the PAC.

#26257 PAC Opening

The PAC thanks the member for their interest in serving on the PAC.

#26444 PAC vacancy

The PAC thanks the member for their interest in serving on the PAC.

## Handled Elsewhere

### Street Category

#26032 please delay electronic shock proposal

Please see the response to #26049.

#26203 Proposal #22772 #20102

Please see the response to #26049.

#26254 M3 Comp pkg

Thank you for your input. Please see item #25430.

#26272 Electronic Shock Controller repeal by the BOD... FYI: to BOD

Thank you for your input. Please see item #26256.

#26336 Keep e-shocks stock!

Please see the response to #26256.

#26337 Electronic shock tuning...again

Please see the response to #26256.

#26373 Classify 2019 Hyundai Veloster in Street category

Please see the response to letter #25470 in the January Fastrack.

#26414 Keep E92 M3 in FS

Please see the response to #26254.

#26417 Don't Move E9x ZCP to BS

Please see the response to #26254.

#26426 Shock controllers in SS

Please see the response to #26256.

#26446 Support e-shocks updates by car mfg.and aftermarket controllers

Please see the response to #26256.

### Street Prepared Category

#26167 #23979 response

Thank you for your input. Please see letter 23979 in the January Fastrack.

## Tech Bulletins

### Street Category

#26471 Sunset Rule

Errors and Omissions: In Appendix A, under STREET CATEGORY, first paragraph, correct the model year reference to be *1988*.

### Street Prepared Category

#26447 Mazda Miata CSP clasification.

Per the SPAC, update Appendix A effective immediately upon publication with the following change:

CSP

Mazda

MX-5 (2006-*2015*)

#26323 Acura NSX in SSP

Per the SPAC, add the following new listing, effective immediately upon publication, to Appendix A:

SSP

*Acura*

*NSX (2016-2019)*

**Kart Category**

#21591 Junior HZ Red tire is now HZi

The online Solo Rules, section 19.2.C, have been updated to reflect the approval of the MG HZi ‘Red’ tire.

## CLUB RACING BOARD

CLUB RACING BOARD MINUTES | March 5, 2019
The Club Racing Board met by teleconference on March 5, 2019. Participating were Peter Keane, Chairman; John LaRue, Kevin Fandozzi, Sam Henry, Steve Strickland, Tim Myers, Paula Hawthorne, and Shelly Pritchett, secretary. Also participating were: Bob Dowie, Peter Jankovskis and Marcus Meredith, BoD liaisons; Deanna Flanagan, Director of Road Racing; Rick Harris, Club Racing Technical Manager; and Scott Schmidt, Technical Services Assistant. The following decisions were made:

**Member Advisory**
**AS**
1. #26392 (Jim Wheeler) Request to disable ABS on Spec Mustang
Thank you for your letter. The committee American Sedan Advisory Committee recommends a change to the 2020 rules regarding the allowance of ABS braking systems on the Spec Mustang. Exact implementation is to be determined. The committee recognizes the Spec Mustang ABS system does not follow the current philosophy in the area of brake control, but feels it is part of the balance of performance of that particular classification. We are pursuing options for the SMG competitors for the 2020 season. We are committed to maintaining parity amongst the competitors, while encouraging participation with existing cars. We encourage you to continue to support the American Sedan class and appreciate your input.

**P2**
1. #26616 (Formula/Sports Racing Committee) Adjustment of P1-P2 performance gap and P2 balance of performance
Thank you for your letter. P2 competitors are advised that as data is collected on additional P2 engine platforms this data will be used to continue the process of adjusting the P1-P2 performance gap and balancing performance within the P2 class.

**GT2**
1. #26286 (John Schertzer) Request alternate splitter for TA2 4.8.2.3:
Thank you for your letter. You may fabricate a splitter to the exact measurements as the Howe item but not in Carbon Fiber.

**No Action Required**
**AS**
1. #25886 (DAVID MEAD) Add intake/cams/CAI/headers/wheels/ to 05+ 4.6L 3V LP Mustang GT
Thank you for your letter. Modifications, including trick flow cylinder heads have been introduced for the 2019 season. Car already has CAI, headers and 18X9.5 wheels.

2. #26263 (Pamela Richardson) Please Re-Consider SMG into AS Decision
Thank you for your letter. The Spec Mustang, SMG as outlined in Appendix M, has been included for the 2019 season. The committee has added a specification line for the car in the American Sedan section of the GCR for 2019. We considered the impact to both the existing competitors in the American Sedan category as well as the drivers of the current SMG vehicles. We felt the inclusion would add to the competition within the class as well offer an additional opportunity for the SMG drivers to participate in SCCA events. We recognize that the inclusion of any new vehicle causes discussion and concern from existing competitors, but we are committed to monitoring the participation of the car and its competitive potential within the class. Adjustments can and will be made as needed to maintain parity within the class. Please continue to provide feedback and comments via letters and discussion with Advisory committee members regarding this topic throughout the 2019 season. We encourage you to participate in the 2019 season and continue to support the American Sedan class.

3. #26266 (Timothy White) SMG should not be in AS
Thank you for your letter. Please see the response to letter #26263

4. #26273 (Mark Muddiman) Reconsider SMG in AS
Thank you for your letter. Please see the response to letter #26263

5. #26285 (Richard Pryor) Opposes Classifying SMG in AS
Thank you for your letter. Please see the response to letter #26263

6. #26293 (Kurt Rezzetano) Opposes Spec Mustang in AS
Thank you for your letter. Please see the response to letter #26263

7. #26313 (Matt Regan) Opposes SMG in AS
Thank you for your letter. Please see the response to letter #26263

8. #26320 (Lynne Griffiths) Opposes SMG in AS
Thank you for your letter. Please see the response to letter #26263

9. #26345 (Jay Pistana) Support for LS1 Hot Cam, Jensen letter #25734
Thank you for your letter. The Club Racing Board appreciates your comments.

10. #26353 (Richard Pryor) Supports A Sedan Restricted Prep camshaft
Thank you for your letter. The Club Racing Board appreciates your comments.

11. #26354 (Matt Regan) Opposes Rule 25734
Thank you for your letter. The committee continues to review and compare the performance capability of all powertrains eligible in the American Sedan category. Performance targets and benchmarking of all vehicles is a primary consideration of the committee, along with the reliability and stability of the class. Please continue to provide feedback and comments via letters and discussion with Advisory committee members regarding this topic throughout the 2019 season. We encourage you to participate in the 2019 season and continue to support the American Sedan class.

12. #26385 (George Long) Supports proposed rule change in AS
Thank you for your letter. The Club Racing Board appreciates your comments.

13. #26395 (TED JOHNSON) New class philosophy ideas
Thank you for your letter. Benchmarking of all the current powertrains against the current weight specifications is being conducted. In addition, other key performance characteristics such as tire size, track width, etc. are being compared. We are committed to maintaining parity within the class and will make adjustments as needed. The committee continues to recognize the cost of tires is a major consideration in the budget of most competitors. At this time, we do not recommend a change to current tire specifications but it continues to be discussed and options considered. We encourage you to continue to support the American Sedan class.

14. #26557 (Jim Wheeler) Response to Letter #25734 - Do Not Give Alternate Cam to RP Cars
Thank you for your letter. Please see the response to letter #26354

15. #26563 (Richard Pryor) Request for GM Hot Cam for 4th Gen F Body
Thank you for your letter. Please see response to letter #25734 in February Fastrack.

**GCR**
1. #26225 (Reid Hazelton) Request improved communication to membership
Thank you for your letter. At this time, the Club Racing Board has determined no change to the GCR is necessary to implement this concept. The Board of Directors and the Club Racing Board will determine how best to use social media to communicate with the membership.

**GT2**
1. #26377 (David Tuaty) Request Porsche 991 adjustments
Thank you for your letter. The Club Racing Board feels the 991.1 is properly classified at current weight.

2. #26605 (Thomas Dewitt) Requesting action on Letter #: 26159
Thank you for your letter. Please see response to letter #26159 in Tech Bulletin.

**IT General**
1. #25828 (Improved Touring Committee) Open IT brake calipers
Thank you to those who wrote in responding to this What Do You Think. At this time, membership does not support this idea.

2. #26089 (John McFarland) Opposes Brake Calipers
Thank you for your letter. The Club Racing Board appreciates your comments.

3. #26090 (Cameron Conover) Opposes #25828 (Improved Touring Committee)Open IT brake calipers
Thank you for your letter. The Club Racing Board appreciates your comments.

4. #26093 (Joe Harlan) Opposes 25828 open brakes
Thank you for your letter. The Club Racing Board appreciates your comments.

5. #26094 (Sean Duncan) Opposes Aftermarket Brake Calipers
Thank you for your letter. The Club Racing Board appreciates your comments.

6. #26101 (Richard Pannell) Regarding Open IT brake Calipers
Thank you for your letter. The Club Racing Board appreciates your comments.

7. #26104 (Matt Downing) Opposes Open IT brake calipers
Thank you for your letter. The Club Racing Board appreciates your comments.

8. #26108 (Chris Childs) Opposes Letter #25828
Thank you for your letter. The Club Racing Board appreciates your comments.

9. #26109 (Vaughan Scott) Opposes aftermarket brakes in IT
Thank you for your letter. The Club Racing Board appreciates your comments.

10. #26111 (Richard Grunenwald) Opposes Alternate Calipers in IT
Thank you for your letter. The Club Racing Board appreciates your comments.

11. #26117 (James Ray) Opposes Open Brake Calipers
Thank you for your letter. The Club Racing Board appreciates your comments.

12. #26118 (Hayes Lewis) Opposes Letter #25828
Thank you for your letter. The Club Racing Board appreciates your comments.

13. #26127 (Stephen Blethen) Opposed to Letter #25828
Thank you for your letter. The Club Racing Board appreciates your comments.

14. #26143 (Lee Graser) Oppose brake change in IT
Thank you for your letter. The Club Racing Board appreciates your comments.

15. #26149 (Jeff Baker) Supports IT Brake and Tire thoughts
Thank you for your letter. The Club Racing Board appreciates your comments.

16. #26211 (Raymond Blethen) Opposes Alternate Drake Calipers

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

17. #26229 (Jon Rogers) Opposes RE: #25828 - IT Brake calipers
Thank you for your letter. The Club Racing Board appreciates your comments.

18. #26364 (steve elicati) Opposes alternative brake calipers
Thank you for your letter. The Club Racing Board appreciates your comments.

**ITA**
1. #26103 (Steve Linn) Opposes Letter #25828
Thank you for your letter. The Club Racing Board appreciates your comments.

**ITC**
1. #26119 (Frank Schwartz) Opposes Letter #25828
Thank you for your letter. The Club Racing Board appreciates your comments.

**ITS**
1. #26116 (Tom Donnelly) Supports Brake Changes to Improved Touring
Thank you for your letter. The Club Racing Board appreciates your comments.

**ST General**
1. #26519 (Kevin Boehm) Request to be added to STAC
Adding Kevin Boehm to the STAC

2. #26561 (Harley Kaplan) Did You Really Mean To Add Flares to STL And STU?
Thank you for your letter. Please see response to Letter # 26564.

**STU**
1. #26531 (Glen McCready) Request to Classify BMW E46 M3 in STU
Thank you for your letter. Please see response to Letter #25126 in Feb 2019 Fastrack.

**Not Recommended**
**AS**
1. #25117 (Matt Jensen) Request for RP Open Transmission Ratios
Thank you for your letter. Please see the response to letter #25249, November 2018 Fastrack Minutes.
Performance reviews will continue, but at this time ratios as defined are still sufficient.

2. #26394 (Jim Wheeler) Request front splitters
Thank you for your letter. The American Sedan Advisory Committee does not recommend any change to the current rules regarding air dams and splitters. The committee recognizes the Spec Mustang Splitter does not follow the current philosophy in the area of air dams and splitters but feels it is part of the balance of performance of that particular classification. We are committed to maintaining parity amongst the competitors, while encouraging participation with existing cars. We encourage you to continue to support the American Sedan class and appreciate your input.

**F5**
1. #26411 (Clint McMahan) Request to update an existing rule
Thank you for your letter. The Club Racing Board does not recommend this change. The current rule is adequate as written.

2. #26425 (Bryan Barratt) Request to allow CBR600F4i and CBR600F engines in F5
Thank you for your letter. The Club Racing Board does not recommend this change because an adequate supply of the approved engines is currently available.

3. #26515 (Eric McRee) Formula 500 Exhaust Header Design
Thank you for your letter. The Club Racing Board does not recommend this change. If there is an issue with supply of the current exhaust header or an alternate design is available at a lower cost than the existing header, please submit supporting documentation and the Club Racing Board will consider your request.

**EP**
1. #26551 (Luis Rivera) Response to Letter #25565
Thank you for your follow up letter. This request is still not recommended. There is too much difference between the two plates being compared in terms of port timing and porting potential. An alternative allowance is already given to update to the entire 13B engine.

**SM**
1. #26543 (marc cefalo) Alternate Valves for 01-05 VVT Engines and Shimming of Springs
Thank you for your letter. The Spec Miata Advisory Committee does not recommend this modification at this time.

**STL**
1. #26596 (Cliff Ira) Addition of B18C1 GSR Motor to B Series Table
Thank you for your letter. Per Racing Memo 18-02, *It was intended that you use* a restrictor plate since 1/1/2018. The Club Racing Board will continue to monitor class performance.

**STU**
1. #25487 (Travis Washay) Request to classify a 2015 VW GTI TCA PWC
Thank you for your letter. There is no requirement to specifically class cars in STU. Your car can run freely per STU regulations. Please choose a TIR and appropriate weight from the STU chart.

2. #25519 (kevin koelemeyer) Request an aftermarket turbo k24
Thank you for your letter. Currently the Club Racing Board does not recommend the addition of a turbo to the K24 in STU.

3. #26566 (Luis Rivera) Request for Mazda 13B Weight Reduction
Thank you for your letter. With recent changes to the Rotary allowances in the STU, no further changes are recommended at this time.

4. #26567 (Luis Rivera) Request for Mazda 12A Weight Reduction
Thank you for your letter. With recent changes to the Rotary allowances in the STU, no further changes are recommended at this time.

5. #26568 (Luis Rivera) Request for 13B Bridgeport Weight Reduction
Thank you for your letter. With recent changes to the Rotary allowances in the STU, no further changes are recommended at this time.

**T1**
1. #26305 (Don Van Nortwick) Request to remove T1-LP (FP350S) 60 mm restrictor
Thank you for your letter. This action is not recommended at this time. We will continue to monitor the class.

**T2**
1. #26290 (Kurt Rezzetano) Request 2005-2013 corvette C6 Coupe/ Grandsport tire size change
Thank you for your letter. Data does not support this change at this time. Car is within the performance envelope and competitive as classed.

2. #26302 (Joe Aquilante) Request to clarify Ford Ecoboost Weight adder for 15 inch brakes
Thank you for your letter. This action is not recommended at this time. We would like to see

this car on the track so we can monitor its performance.

3. #26391 (Matt Jensen) Request to add FLMS Porsche Control Arm
Thank you for your letter. This action is not recommended at this time. The Porsche Motorsports control arms that are permitted on this car are the only optional control arms permitted.

4. #26532 (Preston Calvert) Request for Two-Piece Rotors on T2 Mustang GT
Thank you for your letter. This generated a good discussion among the Touring Committee. We will consider 2-piece rotors for multiple Touring classes for 2020; unfortunately we cannot consider 2-piece rotors for this car for 2019.

**T4**
1. #26382 (dave kutney) Request to allow BC Racing Pt #ZB-01-BR Coil over on Pontiac Sols
Thank you for your letter. We cannot approve an adjustable shock for this car for 2019. A What Do You Think is active for the opinion of members for allowing single adjustable shocks in T4 in 2020. We do believe there are non-adjustable options for this car for 2019.

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

**AS**
1. #26393 (Jim Wheeler) Request tubular rear control arms
In GCR section 9.1.6.4.d.5, make changes as follows:
"Original unmodified lower control arms (front and rear), and original unmodified front upper control arms must be retained. ~~Pins, keys, or weldment may be used to prevent the rotation of alternate bushings, but may serve no other purpose than that of retaining the bushing in the desired position.~~ *Vehicles with rear trailing arms may replace OEM arms with tubular arms. Arms must maintain stock length and serve no other purpose than locating rear axle assembly.*"

**GCR**
1. #26244 (David Gomberg) Proposed rule creates two definitions of Participant
In GCR APPENDIX A. 20.Participant, make changes as follows: ~~Any person admitted to an event after having signed a SCCA authorized Release and Waiver of Liability Agreement.~~ "*A PARTICIPANT is one who has been permitted to compete, officiate, observe, work for, or participate in any way at an SCCA sanctioned event AND/OR permitted to enter, for any purpose, any restricted area.*"

2. #26475 (SCCA Staff) Add language to 7.2 Disqualification penalty section
In GCR section 7.2.H, add as follows: "An entrant, driver, or car may be disqualified from a competition or an event. Rights to awards*, including points, participation and race start credit,* in the competition or event are automatically forfeited."

**IT General**
1. #26506 (Bruce Bettinger) Request for SM into ITA RULE CHANGE
In ITS, Mazda MX-5 / Miata (99-00), add to notes as follows:
"*Reinforcement of the differential housing ears is allowed for the purpose of repairing or reducing breakage at the factory stress riser "notch".*"
In ITS, Mazda MX-5 / Miata (01-05), add to notes as follows:
"*Reinforcement of the differential housing ears is allowed for the purpose of repairing or reducing breakage at the factory stress riser "notch".*"
In ITA, Mazda MX-5 / Miata (90-93), add to notes as follows:

"*Reinforcement of the differential housing ears is allowed for the purpose of repairing or reducing breakage at the factory stress riser "notch".*"
In ITA, Mazda MX-5 / Miata (94-97), add to notes as follows:
"*Reinforcement of the differential housing ears is allowed for the purpose of repairing or reducing breakage at the factory stress riser "notch".*"

**STU**
1. #26422 (Super Touring Committee) Recommend 6 Piston Calipers for 2020
In GCR section 9.1.4.1.E.2, add as follows:
"Calipers- The standard production calipers or any 4-piston or fewer calipers may be used. *6 piston calipers may be used with a 1% weight penalty*."

2. #26423 (Super Touring Committee) Recommend changing the number of forward gears
In GCR section 9.1.4.1.C.2, add as follows:
"Transmission and ratios are free. Forward gears are limited to 6 speeds. *Cars equipped with automatic transmissions using a torque converter are limited to 8 forward speeds.* Cars with sequential shift transmissions including factory DCT-type systems shall increase the required minimum weight by 3.5%."

**Taken Care Of**
**F5**
1. #26583 (John W (Jack) Walbran) Two Stroke Standard of Performance Should be Rotax 593, Not 494
Thank you for your letter. Please see the responses to letter #26326, March 2019 Fastrack Minutes, and letter #25815, February 2019 Fastrack Minutes.

**FF**
1. #26467 (Philip LaPointe) Opposes FF request for oversize Honda Fit Pistons
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #25810, February 2019 Fastrack Technical Bulletin.

**GCR**
1. #25653 (David Arken) Threatening or Committing Violent Behavior.
Thank you for your letter. Appropriate Language has been added to penalty guidelines, available through the file cabinet at SCCA.COM.

**GTL**
1. #26482 (Joe Harlan) Opposes SIR Increase for 12a Mazda.
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #26081 and 26202.

2. #26484 (Roy Lopshire) Opposes 12A Sir increase
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #26081 and 26202.

3. #26485 (Roy Lopshire) Opposes the 12A Sir increase
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #26081 and 26202.

4. #26487 (Roy Lopshire) Opposes more 12A Sir increase
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #26081 and 26202.

5. #26494 (Scott Twomey) Opposes Request to Increase 12a Rotary +1mm by Gregarious
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #26081 and 26202.

6. #26495 (Rusty Bell) Opposes adjustments for the 12A rotary engine
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #26081 and 26202.

7. #26496 (Chris Doodson DOODSON) Opposes +1mm for Rotary 12a
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #26081 and 26202.

8. #26497 (Edward Nicholson) Opposed to Request in Letter #26081
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #26081 and 26202.

9. #26498 (Paul Bunbury) Opposed to 1mm increase in SIR for Mazda 12A motors
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #26081 and 26202.

10. #26499 (Richard Barlow) Opposed to Mazda 12A SIR Increase
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #26081 and 26202.

11. #26501 (Kenneth Gassin) Opposes Response to #26081
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #26081 and 26202.

12. #26502 (Graham Fuller) Opposes Letter #26081
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #26081 and 26202.

13. #26503 (Bill Ball) Opposes Letter #26081
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #26081 and 26202.

14. #26505 (Chris Kopley) Opposed to Increase in SIR for 12A Motor
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #26081 and 26202.

15. #26508 (Bill Keeney) Opposed to Mazda 12a Rotary SIR Increase In GTL
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #26081 and 26202.

16. #26512 (Alec Maisel) Opposes Change to SIR on 12A Rotary Engine
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #26081 and 26202.

**What Do You Think**
None.

**RESUMES**
1. #26490 (Kevin Fryer) Submitting Resume
Kevin Fryer is now on the ITAC

## TECH BULLETIN

DATE: March 20, 2019
NUMBER: TB 19-04
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 4/1/2019 unless otherwise noted.

**American Sedan**
**None.**

**B-Spec**
**None.**

**Formula/Sports Racing**
**FV**
1. #26262 (Gregory Bruns) Request to clarify Disc Brake rules bearing retainer & weights
In GCR section 9.1.1.C.4.D, make changes as follows:
"Front and/or rear brake drums and backing plate assemblies may be replaced with a disc brake conversion assembly as an option. The front spindle/steering knuckle, rear axle, axle tube, bearing housing and bearing retainer/seal assembly must remain per GCR part 9.1.1. A spacer plate or a portion of the rear caliper support may be fitted beneath the bearing retainer to replace the backing plate dimension. *If the caliper bracket is attached to the inboard side of the rear axle tube bearing casting with the bearing cap retainer bolts, the casting area around the bolts may be surfaced to achieve an adequate contact surface.* Any ferrous alloy, unvented rotor may be used, but must have a maximum diameter of 11.75 in. and a minimum thickness of 0.20 in. The otherwise smooth rotor may have a maximum of three pad cleaning grooves per side. Any ferrous or aluminum alloy caliper and caliper support may be used. The caliper must have no more than four pistons ~~and weigh a minimum of 1.65 lbs~~. Brake pads are free. Any hub assembly may be used as long as it can be fitted with part 9.1.1. wheels. The required minimum weight for the complete disc brake assembly is 16.5 lbs. *The* ~~A~~*a*ssembly includes the following *components*: hub assembly; rotor hat; disc ~~- the disc~~*(which* may be in two pieces*)*; any hat-to-disc mounting hardware; calipers; bearings *(front)*~~, for the front~~; pads; caliper bracket; assembly hardware~~,~~ *(*not including the brake assembly to spindle hardware for the front or *the* brake assembly to axle housing *hardware* for the rear*)*; *and* lugs or studs with nuts."

2. #26537 (Thomas Galuardi) Request to Allow Rear Tires on the Front of Formula Vee
In GCR section 9.1.1.C.3.D, add the following:
"The following tires are required in all U.S. Majors Tour and Hoosier Super Tour events and the National Championship Runoffs:

Fronts
Hoosier #43337 FVS
21.0 x 5.0 x 15

Rears
Hoosier #43353 FVS
22.5 x 5.5 x 15

"*Rear tires may be used on the front of the car. Tires shall be the same size and design for the right and left sides of the front axle and the same size and design for the right and left sides of the rear axle.*"

Rain tires are open for 2019.
Effective 1/1/2020, the following rain tire is required:
Hoosier #44266
22.5 x 5.0 x 15 Hoosier WET (rain)
SCCA Regional Races only - Competitors may run any Hoosier branded FV tire until 1/1/2020 at which time the above designated tires will be required."

**P1**
1. #26590 (Formula/Sports Racing Committee) Clean Up Engine Table Language
In P1 Engine Table, Spec Line B, change as follows:
"Staudacher cars homologated before 1-1-2014 ~~utilizing~~*using* 1005cc may run 38.5mm flat plate intake restrictor at 950 lbs. min. weight."

In P1 Engine Table, Spec Line F, Honda K20A-FD2, change as follows:
"No engine modifications except ~~for~~ dry sump oil system, ECU mapping, and exhaust system."

**P2**
1. #26246 (AJ Snyder) Request to restrict all cars
In GCR section 9.1.8.H.15, change the weight as follows:
"The car shall weigh ~~1350~~ *1375* lbs. minimum, including the driver."

Note from the CRB: Effective 6/1/2019, Enterprises shall reduce the peak horsepower of the sealed ESR engine (GCR section 9.1.8.H.7.a) to the number specified by the CRB, consistent with the practice of maintaining all competitors' horsepower and torque numbers in confidence. Enterprises shall supply dyno data to the CRB prior to 6/1/2019 to allow review for compliance.

**GCR**
1. #26418 (David Gomberg) Fix unintended wording
In APPENDIX O.3.B, make changes as follows:
"The Executive Steward shall appoint ~~will approve~~ the Chief Steward and the COC at the time the Small Event Request is made."

**Grand Touring**
**GT General**
1. #26600 (SCCA Staff) Request Ride Height Clarification
In GT1, GCR section 9.1.2.D.5.a.1, omit ride height and re-number section as follows:
"~~a. Ride Height~~
~~1. No part of the car to the rear of the front tire opening, including the exhaust, may touch the ground when two (2) tires on the same side of the vehicle are deflated.~~"

In GT-2, 3, LITE, GCR section 9.1.2.F.7.b, remove and re-number section as follows:
"~~3. No part of the bodywork or chassis, to the rear of the front wheel opening, shall touch the ground when both tires on the same side of the car are deflated.~~"

**GT2**
1. #26159 (Tom Dewitt) Request Ford Perfomance 5.2L crate engine FPR clarification
In GT2/ST, classify the Ford Mustang (2005-) as follows:

| **GT2-ST** | **Maximum Displacement** | **Minimum Weight** | **Restrictor** | **Notes** |
|---|---|---|---|---|
| *Ford Mustang (2005-)* | *5.2L* | *3300 lbs.* | *Single 82mm Throttle Body* | *Mustang only: Allow lightweight Carbon Fiber fenders, fascias, doors, and roof panels so as to help this car to meet minimum weight. Parts must meet original profile of OEM components. Part numbers to be provided.* |

**GT3**
1. #26528 (Grand Touring Committee) 26076 revised Spec line chart
In GT3, delete Mazda 13B and Renesis spec lines and replace with new spec lines as follows:

## GT3 Engines -

| Engine Family | Engine Type | Disp. (cc) | Fuel Induction | Weight (lbs) | Notes |
|---|---|---|---|---|---|
| ~~13B~~ | ~~Peripheral Port~~ | ~~2616~~ | ~~37mm SIR~~ | ~~2400~~ | ~~Disenfranchised GT2~~ |
| ~~13B~~ | ~~Bridgeport~~ | ~~2616~~ | ~~(1) Auto-Type 2 bbl. w/44mm choke(s)~~ | ~~2400~~ | ~~Disenfranchised GT2~~ |
| ~~Renesis~~ | ~~Peripheral Port~~ | ~~2626~~ | ~~37mm SIR~~ | ~~2450~~ | |
| ~~Renesis~~ | ~~Bridgeport~~ | ~~2616~~ | ~~(1) Auto-Type 2 bbl. w/44mm choke(s)~~ | ~~2450~~ | |

## GT3 Engines -

| Engine Family | Engine Type | Disp. (cc) | Fuel Induction | Weight (lbs) | Notes |
|---|---|---|---|---|---|
| *13B* | *Streetport* | *2616* | *Unrestricted* | *2080* | |
| *13B* | *Bridgeport* | *2616* | *(1) Auto-Type 2 bbl. w/44mm choke(s)* | *2200* | |
| *13B* | *Peripheral Port* | *2616* | *37mm SIR* | *2200* | |
| *Renesis* | *Street Port* | *2616* | *Unrestricted* | *2130* | |
| *Renesis* | *Bridgeport* | *2616* | *(1) Auto-Type 2 bbl. w/44mm choke(s)* | *2250* | |
| *Renesis* | *Peripheral Port* | *2616* | *37mm SIR* | *2250* | |
| *13B* | *Bridgeport* | *2616* | *(1) Auto-Type 2 bbl. w/44mm choke(s)* | *2350* | *Disenfranchised GT2** |
| *13B* | *Peripheral Port* | *2616* | *37mm SIR* | *2350* | *Disenfranchised GT2** |

**Improved Touring**
**None.**

**Production**
**Prod General**
1. #25873 (Bill Lamkin) Rollcenter Correction Clarification
Note from CRB: 9.1.5.E.5.b.2 in “Suspension and Steering Level 2: Suspension Components” states that “Suspension control arms, bushings, bearings, and ball joints are unrestricted.” However, allowance to ream out ANY tapered hole from a stock ball joint does not exist, unless being done to a specifically unrestricted component, like a suspension control arm. This is not the intent to restrict in that manner, and should be clarified:

In GCR section 9.1.5.E.5.b.2, add wording as follows:
“Suspension bushings, bearings, and ball joints are unrestricted. *Tapered holes can be drilled or reamed, to allow a bolt to be used in place of a ball joint.*”

Note from CRB 9.1.5.E.2.o.5 in “Final Drive” states that “Axle shafts, bearings, bearing carriers, hubs, and universal joints/CV joints are unrestricted.” Therefore any of those items,

all of which are defined in the GCR, that are part of the final drivetrain system of the vehicle, are indeed unrestricted. However, this rule would not apply to a non-driven axle, as it is not part of the drivetrain. It is agreed that allowing unrestricted bearings and hubs should not be limited to only the driven axle, and it should be applied to both axles/at any wheel:

In GCR section 9.1.5.E.5.b. add wording as follows:
"*6. Wheel bearings and hubs are unrestricted.*"

2. #26476 (Production Committee) Hardtops
In GCR section 9.1.5.E.9.a.12, remove wording as follows:
~~"Open cars must remove convertible soft tops, and attaching bracketry and fasteners. Open cars retaining the stock windshield may retain the stock removable hardtop if attached to the car by positive fasteners.~~ Open cars must remove convertible soft tops and all attaching bracketry and hardware. If the stock windshield is retained, OEM and aftermarket hardtops are allowed. Aftermarket hardtops must retain OEM appearance in all exterior profiles, and carbon fiber construction is not allowed. Any hardtop must be attached by positive fasteners."

In EP, remove wording from spec line notes as follows:
BMW Z3 2.5L: ~~OEM hardtop permitted.~~
BMW Z3 2.8L (97-00): ~~OEM hardtop allowed.~~
BMW Z4 (03-05): ~~OEM hardtop permitted.~~
Honda S2000 (00-03): ~~OEM hardtop allowed.~~
Honda S2000 (04-09): ~~OEM hardtop allowed.~~
Mazda MX-5 / Miata 1.6L (-1993): ~~OEM hardtop allowed.~~
Mazda MX-5 / Miata 1.8L (90-97): ~~OEM hardtop allowed.~~
Mazda MX-5 / Miata (94-97): ~~OEM hardtop allowed.~~
Mazda MX-5 / Miata (99-02): ~~OEM hardtop allowed.~~
Mazda MX-5 (06-14): ~~OEM hardtop allowed.~~
Mazda MX-5 (16-18): ~~OEM hardtop allowed.~~
Pontiac Solstice (06-09): ~~GM part #PCS-0664 hardtop allowed.~~
Saturn Sky (07-09): ~~GM part #PCS-0664 hardtop allowed.~~

**Spec Miata**
**None.**

**Strategic Planning**
**None.**

**Super Production**
**None.**

**Super Touring**
**STU**
1. #25790 (Luis Rivera) Request to Use Japanese Mazda 13b Intake Manifold
In GCR section 9.1.4.1 Table B, add to notes as follows:

| STU | Maximum Displacement (cc's) | Minimum Weight | Notes |
|---|---|---|---|
| Mazda 13B | **NA** | **2300** | Street porting allowed, contact SCCA Technical Services for details. *Stock* Fuel injection or 1 Auto-type 2 barrel carburetor with 42mm chokes on a "dual-y" manifold. *May use ELITE ROTARY SHOP FD V2.0 INTAKE* |
| Mazda 13B Bridge Port | **NA** | **2600** | Stock ~~intake manifold &~~ throttle body required, or automotive 2 barrel carb with 44 mm chokes. *May use ELITE ROTARY SHOP FD V2.0 INTAKE* |

2. #26352 (John Weisb) Request Alternate Intake for Mazda MZR In a Rear Wheel Drive App.

In GCR section 9.1.4.1, Table A, Mazda MZR (LF, L3, L5), add to notes as follows:
"*May use Goodwin Part # 61-2510 Intake manifold. Must use stock throttle body or Acura part number 16400-PND-A17.*"

3. #26424 (Super Touring Committee) E&O Suspension
In GCR section 9.1.4.1.E, remove wording as follows:
"~~7. Alternate suspension components including spindle, knuckle, hubs, etc. sourced from the same manufacture are permitted.~~"

In GCR section 9.1.4.1.D, add wording as follows:
"*7. Alternate suspension components including spindle, knuckle, hubs, etc. sourced from the same manufacture are permitted.*"

4. #26530 (Super Touring Committee) Revisit B20 VTEC
In STU, GCR section 9.1.4.1 Table B, classify the Honda/Acura B20 as follows:

| STU | Maximum Displacement (cc's) | Minimum Weight | Notes |
|---|---|---|---|
| *Honda/Acura B20* | *1973* | *Chart* | *May use Cylinder Head and Intake Manifold from VTEC B16 or B18 engine. Manifold must be from same as the Cylinder Head, i.e. B16 Intake with B16 Head.* |

5. #26564 (Super Touring Committee) Move Flared Fenders to STU Advanced Aero
In GCR section 9.1.4.C.10, remove as follows:
"~~OEM base model body fenders may be flared to allow for tire clearance up to 2" with a weight penalty of 1%. They must maintain the OEM profile and appearance, seamlessly around the wheel arch.~~"

In GCR section 9.1.4.1.A.3, add as follows:
"*d. OEM base model body fenders may be flared to allow for tire clearance up to 2" with a weight penalty of 1%. They must maintain the OEM profile and appearance, seamlessly around the wheel arch.*"

6. #26606 (Super Touring Committee) TCA Civic SI E&O
In GCR section 9.1.4.1, Table B, Honda Civic Si TCA (2017-), add to notes as follows:
"*37mm TIR required as of 6-1-19.*"

7. #26620 (Super Touring Committee) S54 Spec line
In GCR section 9.1.4.1 Table B, BMW E46 S54 OEM, make changes to the spec line as follows:

| STU | Maximum Displacement (cc's) | Minimum Weight | Notes |
|---|---|---|---|
| BMW ~~E46~~ S54*B32* OEM | 3246 | 3300 | *Cannot use Super Touring engine allowances and must be OEM as delivered for sale in the U.S., including stock intake plenum, and camshafts. Engine cylinders may be over bored 1mm. Compression may increase .5. No porting allowed.* |

**T1**
1. #26315 (Mark Kibort) Request to classify the Porsche 928GTS/S4 in Touring 1
In T1, classify the Porsche 928 S4/ Porsche 928 GTS-R, as follows:

| T1 | Maximum Displ. | Min. Weight | Required Restrictor | Engine Notes | Chassis Notes |
|---|---|---|---|---|---|
| *Porsche 928 S4/ Porsche 928 GTS-R* | *5400* | *3500* | *60mm flat plate restrictor* | | *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 allowances beyond those described in the VTS allowed.* |

**T2**
1. #26533 (Preston Calvert) Request for Removal of Rear Anti-roll Bar in T2 Mustang GT
In GCR section 9.1.9.2.D.5.b.1, make changes as follows:
"~~Springs and anti-roll bar(s), shall remain as manufactured unless an alternate is listed on the vehicle specification line.~~ *Anti-Roll bars may be removed or disconnected*

**T3**
1. #25195 (Christopher Childs) Request to allow E36 M3 in T3 prepared to BMWCCA I sport
In T3, classify the BMW E36 M3 (96-00), BMWCCA I Sport, as follows:

| T3 | Bore x Stroke(mm)/ Disp. (cc) | Wheel-base (mm) | Max Wheel Size (inch) | Tire Size (max) | Gear Ratios | Final Drive | Brakes (mm) | Weight (lbs) | Notes: |
|---|---|---|---|---|---|---|---|---|---|
| *BMW E36 M3 (96-00), BMWCCA I Sport* | *86.4 X 89.6, 3152* | *2700* | *18 x 8.5* | *245* | *4.20, 2.49, 1.66, 1.25, 1.00* | *3.64* | *(F) 315 (R) 312* | *3100* | *Must be compliant to BMWCCA I sport rules, July 2018* |

**T4**
1. #25096 (Raymond Blethen) Request to classify 2000 - 2001 BMW 323
In T4, classify the BMW 323 (98-00), as follows:

| | Bore x | Wheel-base (mm) | Wheel Size(in.)/ Mat'l | Tire Size (max) | Gear Ratios | Final Drive | Brakes (mm) | Weight (lbs) | Notes: |
|---|---|---|---|---|---|---|---|---|---|
| *BMW 323 (98-00)* | *84.1 x 75.0 2494* | *2700* | *17 x 8.0* | *225* | *4.23, 2.52, 1.66, 1.22, 1.00* | *2.93* | *(F) 286 (R)276* | *3450* | *Up to 850lb. springs F/R permitted, 27mm front sway bar, 24mm rear sway bar permitted. 50mm flat plate restrictor required. M52TUB25 engine required* |

## JUDGEMENT OF THE COURT OF APPEALS
## Scotty B White vs. SOM COA Ref. No. 19-02-SW
## March 14, 2019

### FACTS IN BRIEF
Following the Saturday, February 9, 2019, Group 2 Super Tour race at Circuit of the Americas (COTA), Kevin Coulter, Assistant Chief Steward (ACS), filed a Chief Steward's Action moving Scotty B White, T3 #0, to last finishing position in class for violating the track limits restrictions set forth in the Supplemental Regulations. Based on his interpretation of Supplemental Regulations Track Limits Rule, Mr. White protested the ACS's action, stating he never exceeded the track limits. In addition, he asserted that in the driver's meeting the Race Director stated penalties would only be assessed if a competitive advantage was gained. Mr. White further declared he could not have gained an advantage as he led the race flag-to-flag.

The Stewards of the Meeting (SOM) Bev Heilicher, Laurie Sheppard, Charles Warren, and LisaKay Foyle (Chairman) met to hear and rule on the protest. The SOM reviewed the evidence, heard witnesses, and determined Mr. White violated the track limits rule multiple times, affirming-the ACS's decision and disallowing the protest. Mr. White appealed the ruling of the SOM.

### DATES OF THE COURT
The SCCA Court of Appeals (COA) Jack Kish, Pat McCammon, and Michael West (Chairman) met on February 28, 2019, and March 7, 2019, to review, hear, and render a decision on the appeal. Laurie Sheppard was recused as she was an official at the event.

### DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED
1. Appeal letter from Scotty B White, received February 19, 2019.
2. Official Observer's Report and related documents, received February 19, 2019.
3. Video evidence considered by the SOM, received February 19, 2019.
4. Copy of email from Ken Patterson, Race Director, to Mr. White, received February 21, 2019.

### FINDINGS
In his appeal Mr. White stated: "The crux of our protest of the stewards action was that the track limits rule, especially the photos seemed to be clear enough, with our car never being in an offending position based on the photos with a red frown. We had team discussions regarding this rule before the event and we were certain we understood it fully. The car was driven cleanly and accurately for the duration of the race exactly to limits as we thought we understood them."

Mr. White also stated: "The primary reason for our appeal to the COA is the Steward's inescapable 'local familiarity' of COTA's unique SCCA supplemental regulations, preventing them from understanding how they might be confusing to out of area drivers. Once explained it seems obvious but it tricked a first time COTA driver Scotty B White …"

The COA finds the Supplemental Regulations, Section II, Item D Track Limits provided clear and definitive information on the Track Limits rule, including written statements and visual representations with captions.

In an email to Mr. White, the Race Director provided the following account of his directive at the Drivers' Meeting: Drivers were required to have at least a tire on the first white line from the center of the track. Each competitor would be allowed up to two track limits infractions, but not for any blatant track limit violation for position or advantage.

The COA reviewed video evidence from COTA cameras stationed around the track. It clearly shows Mr. White exceeded the track limits (four wheels outside the track limit white line) multiple times and at more than one turn. The COA also reviewed Mr. White's in-car footage. While his footage was not conclusive, in context with the COTA-supplied video, it affirmed he exceeded the track limits multiple times. Mr. White's assertion that he never exceeded the track limits is not supported by the evidence.

Following an audit of the Observer's Report, case file documents, and official results, the COA determined Saturday's Group 2 Race Director and Operating Steward were not members of a Southwest Division Region. The COA also determined 68% of the penalties assessed for track limits violations were imposed on drivers listing regions of record in the Southwest Division. Additionally, only 19 drivers out of 223 competitors were penalized. Efforts to ensure all competitors clearly understood the track limits restrictions were appropriate.

The SOM ruling was based on clear and convincing evidence, well-reasoned, and within authority as granted in the General Competition Rules (GCR).

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

## RALLYCROSS

RallyCross Board Minutes | March 5, 2019

The RallyCross Board (RXB) met via conference call on March 5th, 2019. Attending were Steve Hyatt, Charles Wright, Kent Hamilton, Chris Regan, Keith Lightfoot and Mark Macoubrie. Also in attendance, Marcus Meredith, Chris Albin, Terri Pulliam BOD Liaison, and Brian Harmer with National Office.

The Secretary acknowledges that these minutes may not be in chronological order.

Steve Hyatt called the meeting to order at 7:04 pm CST.

1. **Additions or corrections to the agenda:** None

2. **Chairman's report:** (Hyatt): No Report

3. **Committee reports:**

- RallyCross Safety Committee (Regan)
  - Updates: No incidents reports received. The safety committee is working on updating the Safety Steward questions for the renewal test to keep the test current.

- Rules Committee (Lightfoot)
  - Updates: The Rules committee received a question on what is allowed in prepared for shifters. The rules committee received a question on if longer wheel studs are allowed in prepared. A rules clarification was requested on moving the firewall in modified class. The rules committee is reviewing the rules and will provide a response to the inquiries in the next couple weeks.

- RallySprint Committee (Hyatt)
  - Updates: New England released the RallySprint schedule for 2019. New England will have one RallySprint in July and one in Oct. San Francisco region is planning a RallySprint and has posed a question about the timing of the event at the SCCARallyCross forum. The RXB will provide a response on the forum.

- National Championship Committee (Wright)
  - Update: RXNC-PC meets tomorrow to work on the 2019 Championship and Tour Events. The committee plans to review the supplementary rules and provide updated rules after the meeting.

- Divisional Steward Liaison (Hamilton)
  - DRXS meeting: The Divisional Stewards met Thursday Feb 28th via teleconference. The Stewards discussed keeping the requirement for the Divisional Stewards to approve the sanctions and proposed to keep the requirement in place. Jim Perrin reported on the Waste Management RallySprint event and the future of the event. The RallySprint had 10 cars. The Divisional Stewards also discussed ways to find potential new sites and how to connect with land owners.

- Growth and Development Committee (Macoubrie)
  - Updates: The Growth and Development Committee has been communicating via email. The committee is reviewing a Field Guide put together by Jim Rowland.

The guide is similar to the Solo cookbook in content and is intended to be used as a resource for regional chairs to support development and growth of RallyCross programs. Mark Macoubrie talked to the Trials and Track Night in America organizers looking for ideas on how to grow programs. The information was shared with the committee for review. The committee will be meeting next week to discuss path forward and items to work on. The RXB discussed potential initiatives including webinars/training for regional chairs, easy guide to class allowances and updating the scca.com RallyCross information.

**1. New business:**

- Several New regions are looking at starting programs in 2019. The RXB is working with the growth and development committee and Divisional Stewards to provide resources to the new regions.
    - Update SCCA.com RallyCross Information (Macoubrie) The RXB discussed updating the content on the scca.com RallyCross page. The RXB will provide feedback to the growth and development committee.
    - RX Media Coverage (Harmer) The RXB and National Office thank Greggar for all coverage support of RallyCross over the last couple years. The National Office is in the process of finding a replacement.
- RX Rules and matching the rules with the process (Harmer)
    - The RXB and National are current working to align the current rules set and the new sanction process.
- Training Video/Webinar (Macoubrie) The RXB discussed the value of having training videos and webinars as support for regional chairs. The Growth and Development committee will review the potential of creating new content for regional chairs.

4. **Motion to adjourn: 8:25 pm CST**
5. **Next RXB Meeting April 2, 2019.**

## ROAD RALLY

SCCA Road Rally Board Meeting
Thursday, February 21, 2019

Those present: Jim Crittenden, Peter Schneider, Mike Bennett, Clyde Heckler, Wendy Harrison, Earl Hurlbut (BOD liaison), Mike Thompson (NEC Chairman), Jeanne English (secretary). Not present: BOD liaison Jeff Zurschmeide, Brian Harmer from the National office

The RRB met via conference call. Chairman Jim Crittenden call the meeting to order at 7:30 pm CST

- Jim wanted to Introduce our new BOD liaison Jeff Zurschmeide, replacing Bob Dowie, but he wasn't here
- Approval of minutes – December stand as posted, January stand as posted
- Road Rally Media
    a. Planning calendar - last published February 13, 2019. Thank you Jeanne. Texas Sweetheart is divisional; Jeanne has a number of changes, and will publish a new calendar very soon.
    b. RReNewsletter – Text "roadrally" to 22828 to subscribe. Thank you Cheryl.
- SCCA Staff Report - status of Championship certificates – Brian is in the process of printing 2nd thru 10th place certificates; 1st place awards have already been mailed.
- NEC report – Mike nothing new about the postponed rallies in AZ; nothing yet on the definition of Blinker, nothing about GPS (not enough information yet).
- Old Business
    a. USRRC status – Detroit Region said no for this year, but might do it next year with a minimum of two events.
    b. Jim – talked about deploying the Richta GPS checkpoint system, the rallymaster app is available now, the competitor app this weekend, the Apple contestant version next month (currently there is no rallymaster app for Apple, it will depend upon interest); 8 people have contacted Rich about setting up an event, the soonest is Jim's April rally. Jim also talked about co-hosting with new Regions, he talked to Monte Saager in Portland; and to Chicago region about teaming up with Dennis Dorner from a local club
    c. Peter – updating the GTA safety steward manual, he reached out to some people including Bruce Gezon, Jonathon Love (Philadelphia), Sasha Lanz (Texas), Christy Graham (Cincinnati); he expects that within 60 to 90 days to have a first pass at it.
    He will contact Kristen Pool for her list of Regions interested in RoadRally. Peter went to the NeDiv convention, where he gave the social rally presentation and got a list of 26 regions that are interested; Mark E Johnson is working with Chattanooga; New York is already in progress; he wants the divisional stewards to be involved.
    d. Wendy – training videos – talked to Mark E Johnson at the convention; she will reach out to him. PowerPoint presentation is on the main download section on the website. She asked about the status of the taped presentations, nothing to report on that.
    e. Mike Bennett will be co-teaching at a RoadRally school on March 23. He and Peter fine tuned the safety steward manual – the new TSD Safety Steward manual is on the SCCA website as well as the knowledge test; Peter sent the test and answers to the Road Rally Safety Steward Instructors. Mike will write the script for safety

steward video, he will talk to Wendy about this, and will email the PowerPoint presentation to her. As mentioned above, he is investigating Detroit Region for possibly presenting the USRRC in 2020.

f. Clyde – starter materials for new rallymasters, he will update the timeline to reflect the updated RRSS manual, and new sanction and audit forms; will double-check links for duplicates. Peter said the link for the application process is missing; Jim will take care of getting this done.

g. Any Las Vegas convention issues/items? Peter says we need a better process for filing accident reports, the forms are geared primarily toward accidents on closed courses, maybe there can be a supplemental form for road rally; Earl suggested starting with Brian.

- New Business

a. The SCCA online learning tool LMS for online RRSS test will not be ready until at least July -- but we're #1 on the list!

b. Howard Duncan sent Jim an email from BOD member Arnie Coleman with a document attached, saying that he would like to see us introduce new type of SCCA event, called a Trek, which is non-competitive, entirely social, basically follow the car in front of you, and ending someplace interesting. More next month. Earl also has information on this which he will send to Jim.

Meeting adjourned at 8:37 pm CST
Next meeting via conference call on March 14.
Respectfully submitted,
Jeanne English,
Secretary

## ROAD RALLY

SCCA Road Rally Board Meeting
Thursday, March 14, 2019

Those present: Jim Crittenden, Peter Schneider, Mike Bennett, Clyde Heckler, Wendy Harrison, Earl Hurlbut (BOD liaison), Mike Thompson (NEC Co-Chairman), Jim Wakemen, Sr (NEC Co-Chairman), Brian Harmer (National Office), Jeanne English (secretary). Not present: BOD liaison Jeff Zurschmeide.

The RRB met via conference call. Chairman Jim Crittenden call the meeting to order at 7:30 pm CDT

- Approval of minutes – stand as approved
- Road Rally Media
    a. Planning calendar - last published February 24, 2019. Thank you Jeanne, another one coming soon
    b. RReNewsletter – Text "roadrally" to 22828 to subscribe. Thank you Cheryl.
- SCCA Staff Report - status of Championship certificates, incident report form: Brian reported that the year-end certificates have been sent out. There is a potential change for FasTrack, with each board having its own FasTrack; John Burchardt will send out template to each board; for now, continue as usual until we hear otherwise. Brian sent to Peter on how to complete incident report forms for RoadRally; Peter will sent these instructions to the two regions that have had incidents to see how it works for them, and then send the instructions to the RRB for final approval, and finally back to Brian.
- NEC report – Mike T talked about the MOWOG rally, it's been checked, only possible issue is the weather, whether the ice and snow has melted. AZ has officially changed their dates to June 21, 22, and 23. Mike urged people to try the Richta GPS rallymaster program. When should GIs be submitted to the NEC? The sanction app says to submit with the application, but some committees are submitting their apps many months early; the NEC says that submitting GIs 60 days ahead works. Jim Heine is still working on revising the RFOs, should be done soon.
- Old Business
    a. USRRC 2019 status, still no region has stepped forward to host it; at this point it is highly unlikely to occur. We need to start thinking about the 2020 USRRC.
    b. Jim – the Richta GPS checkpoint system is ready to go for Jim's April 7 rally; the Android GPS apps for rallymaster and competitor have been released; the Apple competitor app is still under development, but is likely to be ready for the April 7 rally, no Apple rallymaster app yet.
    Jim is actively working with the Chicago region now, to put on a GTA rally in April with a local club; the sanction app was submitted today.
    c. Peter – update GTA safety steward manual; he sent it out to certain folks for checking; making minor changes.
    Peter hopes to have a list by end of the month, from Kristen Pool, of Regions interested in RoadRally.
    d. Wendy – training videos: she emailed Mark E Johnson, but has not heard back yet; she asked him to 'take a look, give us a proposal'; if she doesn't hear back soon she will call him. She has been working with Koray Aya, he needs a safety steward and asked his racing chair Fred Asbury to become one, he agreed; Peter will send outline, downloadable on web, Rich Bireta is the DRRS for the division.

July Indianapolis rallies, July 13/14 – both are Course or Tour, they explore new areas, Saturday ends at a pizza place (provided by committee), Sunday ends close to the airport.

e. Mike B – the RoadRally school he co-teaches is an annual event. Fine tuning of the TSD safety steward manual is done; Peter is working on the GTA safety steward manual; the test has been updated.
He is writing the for safety steward video starting with notes from the convention, and will modify as Mark E Johnson requests.
Might Detroit Region possibly host the USRRC 2020?

f. Clyde – starter materials for new rallymasters: the updated safety steward precheck form is now on the SCCA website. He is finalizing the timelines and getting comments on the two-page generals, to be reviewed before the next meeting

- New Business

a. Rick Beattie is writing an article for *SportsCar* about regional RoadRally development; it is important to get the word out to all regions considering putting on a rally that there are more resources available and the RRB is ready to help. Jim W suggested an article about the new GPS timing methods coming, wherein regions don't have to buy clocks and timing equipment.

b. Peter – got an invitation to play with the LMS learning tool.

c. New type of event – Trek: BOD member Arnie Coleman proposed an idea that we create a new type of SCCA event called Trek. Jim said he thought it was good idea and was in favor of it, and that Arnie's draft rules were a good start; all in favor? Wendy – yes, might it be possible to do one of these this year in place of USRRC? Peter – yes, designed to start at a car dealership or other gathering place, then go to a restaurant or other destination with minimal route instructions. Wendy – good as an introduction, can go to multiple destinations (lunch, then somewhere, then finish), it's an opportunity to see some cool stuff, drive on some great roads, and see scenery. Jeanne – sure, it will get people out in their cars. Mike B – in favor overall. Clyde - in favor, he discussed the issue with Jon Lamkins who has done several GTAs for New England Region; Jon was in favor of the proposal; Clyde had thought about a lighthouse tour ending at a transportation museum. Peter – in favor, does them in Australia, where they are many days of long, easy driving; he also does Porsche Club Treks; in both cases the entry fee includes food. Mike T – in favor; a couple of clubs in La Crosse are doing them as purely social, destination events. Jim W – treks are fine; he did one with Peter in 4-wheel drive vehicles, great social event. Brian – really likes the idea; a Supra group does Tail of the Dragon. Peter asked if would National would be interested in hosting an event? Brian will talk to Howard. Jim said that Treks are, by definition, non competitive, with no performance-based awards, we want to be covered by insurance, so sanction apps will be required, and all must sign the waiver; he suggested a sanction fee of $4 per car per day, no maximum; the Trek can be any distance, long or short; this is a new kind of event. Entry fees will depend upon type of event, and what is included. ***Motion: That the RRB propose to National a new type of event called Trek; we will write up rules, starting with Arnie Coleman's rules; it will include sanction and insurance; all must sign the waiver; $4 per car audit fee. Jim/Wendy/pass unanimously.*** Peter then suggested that the first event be hosted in Topeka, to go from Topeka to Dodge City, to Wichita, then back to Topeka. He

also suggested a Trek before the next SCCA convention, to go from Las Vegas to Oatman and King City and back. Jim asked about the number of people per car – two or more like our rallies, or maybe only one? Wendy thought that one person might be OK, and Mike B said that requiring two people per car could reduce participation; Clyde asked if there needs to be a second person if there are route instructions to which Peter responded that the instructions will be extremely simple; Jim said that RIs are if you get lost, that primary course-following is 'follow the leader'; Peter said that giving them a GPS location is good. Jim W suggested calling them directions, instead of route instructions. There will be no consumption of alcohol during a Trek. Peter and Jim W will work on the rules for next month. Summary: the RRB is in favor of this, we need rules, non-competitive, sanction app, all sign waiver, no alcohol; not decided about minimum of 2 people per car; we will give Howard summary just iterated. Clyde suggested that we not add sections to RRRs, but rather put in something like 'find info about Treks at …'. Brian reported that he already heard from Howard that it is OK for SCCA to host a Trek.

Meeting adjourned at 9:00 pm CDT
Next meeting via conference call on April 11.
Respectfully submitted,
Jeanne English,
Secretary

## TIME TRIALS

Updates and information about Time Trials can be found at TimeTrials.SCCA.com

## QUICK LINKS

The following items have been removed from regular inclusion in Fastrack News and can be found on SCCA's website at the following links:

AUTOCROSS

Tire Rack SCCA Solo National Championships:
http://www.scca.com/solonats

Forms:
http://www.scca.com/downloads/

Rulebook:
http://www.scca.com/pages/solo-cars-and-rules

RALLY

Forms:
http://www.scca.com/downloads/

RallyCross Rulebook:
http://www.scca.com/pages/rallycross-cars-and-rules

Road Rally Rulebook:
http://www.scca.com/pages/roadrally-rules

ROAD RACING

SCCA National Championship Runoffs:
http://www.scca.com/runoffs

Accredited Driver Licensing Schools:
http://www.scca.com/pages/driver-s-school-w-table

Forms:
http://www.scca.com/downloads/

Technical Forms:
http://www.scca.com/pages/cars-and-rules

General Competition Rules (GCR):
http://www.scca.com/pages/cars-and-rules

TIME TRIALS

TIME TRIALS INFORMATIONS
TimeTrials.SCCA.com

SCCA NATIONAL CONVENTION

Event page:
https://www.scca.com/events/1983542-2017-scca-national-convention

EVENT CALENDAR:

SCCA Events:
http://www.scca.com/events/

Fastrack news official SCCA member notification

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED May 2019

## SOLO EVENTS BOARD

### SOLO EVENTS BOARD | March 27th

The Solo Events Board met by conference call March 27th. Attending were SEB members Brian Conners, Mike Brausen, Bob Davis, Zack Barnes, Keith Brown, Mark Scroggs, and Marshall Grice; Charlie Davis, Jason Isley, and Chris Albin of the BOD; Doug Gill and Howard Duncan of the National Staff. These minutes are presented in topical order rather than the order discussed. **Unless noted otherwise the effective date for all new rule, class, and listing change proposals herein is 1/1/2020.**

Comments regarding items published herein should be directed via the website www.soloeventsboard.com

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## Recommended Items

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Solo Events Board. Member input is suggested and encouraged. Please send your comments via the form at www.soloeventsboard.com.

### Prepared Category

#24975 Clarify NOC listings

The PAC and SEB recommend the following changes to Appendix A.

Appendix A, D-Prepared

Alfa Romeo:

Sedan or sports car (NA, RWD, NOC,)

BMW:

Sedan (NA, RWD, NOC)

Volvo:

Sedans (NA, RWD, NOC)

Appendix A, E-Prepared

Toyota

Sedans (~~non-turbo~~ NA, FWD, NOC)

Subaru

Sedan (~~non-turbo~~ NA, FWD, NOC)

## Member Advisories

### Street Category

#26458 rule clarification.

Per the SAC, re-flashing the transmission controller is not permitted by any allowance in the Street category.

**Street Touring Category**

#26525 1989-90 Mazda RX7 GTUs classification

Thank you for your input. The '88 Mazda RX-7 GTU is classed in STR due to its clutch-type limited slip differential, while the '89 and '90 cars are classed in STS with their viscous differentials. The STAC feels these cars are appropriately classed.

#26565 Legality for Removal of Seat Belt Tensioner Shroud / Hardware

Removal, modification, or relocation of the seat belt pre-tensioner and plastic cover in the ND Miata is not permitted per the current rules. The STAC would like to point out that removal of interior pieces to fit aftermarket seats is not allowed.

**Street Modified Category**

#25797 6 PT Roll Cage and Interior Removal

Per the SMAC, interior trim such as pillar trim and headliners, or door sills may not be removed in SM. Allowances provided in 16.1.O and in 15.J are considered sufficient for installing 6-point cages per the GCR. Rear doors may not be treated as front doors.

**Modified Category**

#26153 Is My Exocet Knock-Off Allowed at Solo Nationals

Thank you for your inquiry. The current kit car eligibility requirements (see 18.1.A.1) do not permit replicas of recognized kit models. The only clones or replicas which are eligible for DM and EM are those based on recognized production cars (see 18.1.A.2).

Regarding the roll structure, the MAC is not comfortable with approving a variation from Appendix C.

## Change Proposals

**Street Category**

#26588 Please include GT3 (996 & 997 chassis, all) in SS

The SAC would like member feedback on the following classing change proposal (effective date 1/1/2020):

Update the following listing in SS:

Porsche

911 GT3/GT3 RS (996 & 997 chassis, excl. 4.0)

**Street Touring Category**

#26061 Allow brake ducts to be oriented to direct air to the rotor

The STAC is soliciting member feedback on a re-write of the brake duct rules for the ST category (effective date 1/1/2020). Current rules don't allow many vehicles to implement brake ducts that are rules compliant. The proposed wording adds allowances for modifications to plastic fender liners/undertrays/etc. in order to route ducting from the front of the car to the brakes. There is also an update to 14.2.E to remove "brake duct" from the list.

Replace the current 14.6.C as as follows:

~~C: Air ducts may be fitted to the brakes provided that they extend in a forward direction only and that no changes are made in the body/structure for their use. They may serve no other purpose. Backing plates and dirt shields may be~~

~~modified or removed.~~

C. Air ducts may be fitted to the brakes provided the air directed to the brake rotor originates forward of the wheel well. Modifications to fender liners, undertrays, and splash guards for routing of ducts is permitted. No new holes may be made in the bumper cover. Backing plates and dust shields may be substituted, modified, or removed. Deflectors that mount to components within the wheel well and serve to direct air towards the rotors are permitted. Modifications for brake ducting may serve no other purpose.

Revise 14.2.E as follows:

E. Fenders may not be cut or flared but the inside lip may be rolled to gain additional tire clearance. (The outer fender contour may not be changed.) Plastic and rubber wheel well splash shields may be modified for tire clearance and to accommodate a rolled inside fender lip. The modifications may serve no other purpose (e.g., air intake, ~~brake ducts,~~ etc). No other changes to the standard fenders or wheel wells are permitted.

#26206 Clarification request for Mustang listing in STU

The STAC is seeking member feedback on a revision to the Mustang listings in STU (effective date 1/1/2020). The purpose of this revision is to clarify the listing so that the membership can more easily determine their vehicle classing.

Modify Appendix A as follows:

STU

Ford

~~Mustang (N/A)~~

~~Mustang GT, V6, and ecoboost (2.3T) (2015-2017)~~

*Mustang (all except Cobra R) (1979-1993)*

*Mustang (all except Cobra) (1994-2004)*

*Mustang GT (excludes Shelby versions and Boss 302) (2005-2014)*

*Mustang GT (excludes Shelby versions) (2015-2018)*

*Mustang V6 (All)*

*Mustang Ecoboost (2.3T) (2015-2018)*

**Street Prepared Category**

#26555 Miata Extended Lower Ball Joints

The SPAC is requesting member feedback on the following allowance change proposal:

15.8.H Camber kits, also known as camber compensators, may be installed. These kits consist of either adjustable length arms, ~~or~~ arm mounts, *or ball joints* that provide a lateral adjustment to the effective length of a control arm. Alignment outside the factory specifications is allowed. Caster changes resulting from the use of camber kits are permitted.

## Not Recommended

**Street Category**

#26478 Proposal: C7 Corvette Grand Sport to A-street

Thank you for your input. The SAC believes this car is appropriately classed at this time given the current popularity of AS, but will continue to monitor the competitive balance of the class for future changes.

#26524 Clarification on radiators for street class

Thank you for your input. As per section 13 of the Solo rule book, alternate parts must not provide any performance benefit. The SAC believes that aftermarket radiators that offer potential cooling enhancements could benefit performance and are not allowed.

#26548 Infiniti G35 (sedan and coupe) DS to GS

Thank you for your input. The SAC feels the G35 is appropriately classed at this time.

#26554 Clarification on GM Performance Air Intake

Thank you for your input. The SAC feels that this dealer installed option is not in the spirit of the Street category.

#26587 +- 2

Thank you for your input. The SAC believes the wheel allowance is sufficient at this time.

**Street Touring Category**

#26534 Continental ExtremeContact Sport as Street and ST spec tire

Thank you for your input. The STAC and SEB do not believe mandating a spec tire would be in the best interests of the ST category.

**Street Prepared Category**

#21202 Traction Control

Thank you for your input. The SPAC does not believe that this change would be in the best interests of the category.

#24599 Street Prepared Sunroof Removal proposal

Thank you for your input. The SPAC does not believe that this modification is in the best interests of the category.

#26031 Four cylinder z3 to DSP

Thank you for your input. The SPAC does not think that creating a cross platform update/backdate vehicle is in the best interests of the category.

#26546 coolant reroute allowance

Thank you for your input. The SPAC does not believe allowing for cooling system modifications of this level are in the best interests of the category.

**Street Modified Category**

#26277 NVH foam/padding NOT visible from interior/exterior

Thank you for your input. The SMAC believes the removal of NVH foam/padding in any location is not consistent with the core modifications of the Street Modified category.

#26457 Create a Street Modified class for bigger, CAM type cars

Thank you for your input. The SMAC does not believe combining the provisional class rules of CAM with SM is appropriate at this time. As CAM is a provisional class without an Advisory Committee, please direct your member input to Howard Duncan, Doug Gill, or Raleigh Boreen.

**Modified Category**

#25925 Proposal #23570 Front aero

The MAC does not believe it is in the best interests of the category to significantly expand the aero allowances for DM and EM, for example to match those of XP, at this time.

## Other Items Reviewed

### Street Category

#26472 AS Mustang Clean Up (Move them all to BS)

Thank you for your input. The Mustang GT with Performance Pack Level 2 is listed in B Street in the official 2019 Solo rule book. The SAC will continue to monitor the competitive balance of BS for future changes.

#26481 05-12 911 request for comment

Thank you for your input.

#26550 25430 comment

Thank you for your input. Please see the withdrawal of item 25430 in the April Fastrack.

### Street Prepared Category

#26201 Update on SP light classing

Thank you for your input. The SPAC is continuing to work on the limited prep rule set.

#26571 Response to letter #25346

Thank you for your input. The intent of the change for transverse leaf springs is to address the critical supply issue for aftermarket springs of this type.

#24688 Allow coilover conversion for Corvettes

Thank you for your input. Please see the response to letter 25346 in the March Fastrack, in which the SPAC is requesting member feedback on a proposal which would allow this modification.

### Modified Category

#26208 DF Goblin Kit Car

Thank you for your inquiry regarding the eligibility of the Goblin kit car. The requirements for kit car eligibility are documented in Solo Rules section 18.1.A.1.

#26618 Support for adjustable jets on 2-cycle FM cars (Letter 25570)

Thank you for your comments regarding the published proposal.

#26628 #25252 Footplates in B Modified

Thank you for your comments regarding the aero proposal.

## Handled Elsewhere

### Street Category

#24065 Class McLaren 720s to SSP

Thank you for your input. Please see the response to item #23601 elsewhere herein.

#26338 Disappointed with the recent ruling regarding DSC controller

Please see response to #26256 in the April Fastrack.

#26340 Stop shock allowance rules creep in Street

Please see response to #26256 in the April Fastrack.

#26342 The Slippery Slope of E-Shock Tuning

Please see response to #26256 in the April Fastrack.

#26348 Yet another argument against adaptive damper coding

Please see response to #26256 in the April Fastrack.

#26549 VQ boats to GS

Please see the response to letter #26548 elsewhere herein.

#26577 Regarding 25430, proposal to move E92 M3 ZCP from FS to BS

Please see the response to letter #26550 elsewhere in this Fastrack.

#26625 Change 997 GT3 RS to be included in SS

Please see the response to letter #26588 elsewhere herein.

**Street Touring Category**

#26314 Commonize or clarify brake duct rules between STU, ESP, and TT

Thank you for your input. Please see the response to letter #26061 elsewhere herein.

#26356 Get rid of lightweight batteries in ST*

Thank you for your input. Please see the response to letter #25271 published in the February Fastrack.

#26357 Lightweight batteries

Thank you for your input. Please see the response to letter #25271 published in the February Fastrack.

#26358 OEM sized and weight batteries please

Thank you for your input. Please see the response to letter #25271 published in the February Fastrack.

**Modified Category**

#25900 New aero proposal

Thank you for your input. Please see the response to #25925 elsewhere herein.

#25901 New aero proposal

Thank you for your input. Please see the response to #25925 elsewhere herein.

#25902 Dive planes/canards

Thank you for your input. Please see the response to #25925 elsewhere herein.

#26026 DM aero,#23579

Thank you for your input. Please see the response to #25925 elsewhere herein.

## Tech Bulletins

**Street Category**

Errors and Omissions: Correction to DS Listings

Correct the DS listing for the WRX STi as below:

Subaru WRX STI (including Special Edition) (*2004*-18)

**Street Prepared Category**

#23601 Car class - McLaren 720S

Per the SPAC, please add the following listing to Appendix A:

SSP

McLaren

*720S*

**Prepared Category**

#26694 Correction to CP appendix A

Errors and Omissions: An editing error allowed a previously withdrawn proposal to be added to the 2019 CP section in Appendix A. The correction is as follows:

~~Anti-lock braking systems (ABS) may be added, replaced, removed, or modified. The use of non-OE or modified OE ABS incurs an ABS weight adjustment.~~

Traction control/stability control may not be added to a car which was not equipped with an OE traction/stability control system. OE systems may be retained, but may not be replaced or modified in any way other than removal. ~~Modifications to the OE ABS which also modify the OE traction/stability system are not allowed.~~

## CLUB RACING BOARD

CLUB RACING BOARD MINUTES | April 2, 2019
The Club Racing Board met by teleconference on March 5, 2019. Participating were Peter Keane, Chairman; David Arken, John LaRue, Kevin Fandozzi, Sam Henry, Steve Strickland, Paula Hawthorne, Lansing Stout, Jr. and Shelly Pritchett, secretary. Also participating were: Bob Dowie, Peter Jankovskis and Marcus Merideth, BoD liaisons; Deanna Flanagan, Director of Road Racing; Rick Harris, Club Racing Technical Manager; and Scott Schmidt, Technical Services Assistant. The following decisions were made:

**Member Advisory**
**T3**
1. #26736 (TOMAS BALLESTER) Spec Tire Variance
Thank you for your letter. Per SE46 rules, Toyo 235/40-17 RA1 is allowed.

**No Action Required**
**FC**
1. #26688 (Christopher Bologna) Request VanDiemen FX with Ford Zetec 2.0
Thank you for your letter. The Club Racing Board cannot provide an opinion on what changes or modifications your car might need to be legal in FC via the Letter Log System. The specific rules with which the car must comply can be found in section 9.1.1.B of the General Competition Rules (GCR), available at https://www.scca.com/pages/cars-and-rules. If you need a determination of whether the car or one of its components is in compliance with the rules, you may submit a Compliance Request Form to the Road Racing Department as described in GCR section 8.1.4.

**IT General**
1. #26610 (PRH stark) Clarification on 9.1.3 D1.A.2
Thank you for your letter. Please see response to letter #26237.

**STU**
1. #26624 (Kevin Koelemeyer) S54 BMW Engine
Thank you for your letter. The Club Racing Board will continue to monitor class performance.

**T1**
1. #26665 (Andrew Aquilante) Request to make VTS available online for cars that require them.
Thank you for your letter. The Club Racing Board is considering changes for handling VTS spec sheets.

**T3**
1. #26654 (Ali Naimi) Not in Favor of SMG in T3
Thank you for your letter. Your input has been logged.

**T4**
1. #26459 (James Coughlin) Request for data in T4 Class
Thank you for your letter. Data will be collected throughout the season. We will keep an eye on the Civic.

**Not Recommended**
**FA**
1. #23725 (Moses Smith) Classify Pro Mazda Tatuus PM-18 in FA class
Thank you for your letter. The CRB does NOT RECOMMEND and is unable to classify the Pro Mazda Tatuus PM-18 in FA due to the absence of engine build, mapping and performance specifications. While the CRB will consider and approve sealed engines for use in SCCA Road Racing, all pertinent build and performance related criteria must be provided for purposes

of approving the classification and ultimately for publication in the GCR so as to permit compliance inspections as may become necessary in the course of competition.

**FV**
1. #26613 (Alan Varacins) FV Track Loop Hole
Thank you for your letter. The Club Racing Board does not recommend this change. Cars with 4.0" wheels may increase track consistent with the allowances in GCR section 9.1.1.C.3.A. Cars with disc brake kits that were designed without accounting for these allowances and cars with drum brakes that have not utilized the allowances may use spacers to increase track consistent with the dimensions in GCR section 9.1.1.C.2. Please see the response to letter #26674, Technical Bulletin.

**P1**
1. #26666 (Athar Qureshi) Car classification request by Praga dealer
Thank you for your letter. The Club Racing Board does not recommend classification because the Praga R1 Turbo and Praga R1 Turbo Evo are outside the P1 class philosophy. Please see the response to letter #21457, June 2017 Fastrack Minutes. Competitors may race in the Regional only ASR class.

2. #26710 (Jim Cain) Request to release weight and intake for Staudacher race cars
Thank you for your letter. The Club Racing Board does not recommend this change. The P1 rules permit the Staudacher chassis to run at a lighter weight than all other 1000cc cars, and the required intake restrictor properly compensates for the Staudacher's weight allowance.

**GT2**
1. #26507 (Oscar Jackson) Request to Classify 718 Cayman GT4 Clubsport in GT2
Thank you for your letter. This car is over the potential abilities for GT2 and should be classified in GTX.

**GT3**
1. #26261 (Steve Kohli) Request to classify the 2014 WC Honda Accord
Thank you for your letter. This car is over the potential abilities for GT3. It is recommend that Touring Committee review to be placed in T1.

**FP**
1. #26642 (Jack Banha) FP VW Rabbit/Convertible 1.6L Prep Level 1
Thank you for your letter. The request to allow a 1.8L head onto the VW 1.6L in FP is not recommended. The car is competitive with the complete 1.6L engine, and parts appear to be available.

**HP**
1. #26646 (Gary David) 1098 Spridget in HP
Thank you for your letter. This change is not recommended at this time. Examples of the 1098cc full-prep engine have been ran in HP in recent years, and have been competitive when ran. However, additional data points are always welcomed, so the letter writer is encouraged to also run and provide more examples of this engine in competition.

**Prod General**
1. #26649 (James Bell) Allow Replacement of Rear Window Glass in Closed Cars
Thank you for your letter. Per rule 9.1.5.E.9.a.8.C, closed top cars are already allowed to replace their rear glass with polycarbonate material: "Rear, door, vent, and quarter window glass can be replaced with a clear polycarbonate material having a minimum thickness of 3mm." Allowance of any holes in the rear window is still not recommended.

**STU**
1. #26454 (Tim Myers) Request to Classify BMW 235iR in STU
Thank you for your letter. The Club Racing Board will consider classification of the 235/240IR

pending approval of rules changes for 2020.

2. #26473 (Travis Washay) Request for update 2015 VW GTI TCA world challenge
Thank you for your letter. Please see response to letter #25487.

3. #26608 (Dennis Troemel) Request to Classify Subaru Turbo
Thank you for your letter. The club racing board does not recommend. Competitor may choose a turbo from the approved list per 9.1.4.1 H.5.

4. #26641 (Patrick Waligore) Oil Pan Protective Skid Plate Allowance
Thank you for your letter. The Club Racing Board does not recommend. Competitor may modify pan to add ground clearance.

5. #26650 (Raymond Philibert) Mazda 13B Injection Throttle Body
Thank you for your letter. The Club Racing Board does not recommend non OE fuel injection.

**T2**
1. #26378 (Michael Pettiford) Request to please review data on T2 Solstice GXP
Thank you for your letter. Please continue to bring the car out for more data.

2. #26527 (Michael Pettiford) Solstice GXP T2 Parody
Thank you for your letter. Please continue to bring the car out for more data.

3. #26632 (Matt Jensen) Porsche 996/997/997.2 Trailing Arm Allowance
Thank you for your letter. This is not recommended at this time.

**T4**
1. #25796 (Lansing Stout) T4 Open Shocks to Single Adjustable?
Thank you for your letter. Membership feedback did not decisively support this philosophical change.

2. #26657 (chi ho) Request for BMW 320i Parts
Thank you for your letter. Please compete with the car this season. Rules changes for 2020 can be considered with data.

**Recommended Items**
The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Club Racing Board. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged. Please send your comments via the form at www.clubracingboard.com.
NONE.

**Taken Care Of**
**GCR**
1. #26374 (Kevin Coulter) Opposition to letter #26051
Thank you for your letter. Your response has been logged.

2. #26381 (Tom Fuehrer) Opposes Changes to Runoffs Invitations (3.7.4.A.1.a)
Thank you for your letter. Your response has been logged.

3. #26383 (Andrew Jenkins) Oppose Change #26051 Runoffs Invitation
Thank you for your letter. Your response has been logged.

4. #26405 (Jeff Kulawinski) Opposes Runoffs Invitations Change in Feb Fastrack
Thank you for your letter. Your response has been logged.

5. #26406 (Tracey Gauper) Opposes Runoffs Invitations Change in Feb Fastrack
Thank you for your letter. Your response has been logged.

6. #26408 (Anthony Jorgensen) Opposes pro drivers/runoffs
Thank you for your letter. Your response has been logged.

7. #26409 (Lon hake) Opposes allowing pro drivers to compete at the Runoffs
Thank you for your letter. Your response has been logged.

8. #26410 (Edward Cheek) Opposes Runoff Invitation Changes (Feb. Fastrack)
Thank you for your letter. Your response has been logged.

9. #26412 (Mark Utecht) Opposes Runoffs Invitations Change in Feb Fastrack
Thank you for your letter. Your response has been logged.

10. #26416 (Scott Meland) Opposes Runoffs Pro Qualification
Thank you for your letter. Your response has been logged.

11. #26419 (Pamela Kewley) Opposes Runoffs Invitations Change in Feb Fastrack
Thank you for your letter. Your response has been logged.

12. #26420 (Tobin Schuster) Opposes Runoffs Invitations Change in Feb Fastrack
Thank you for your letter. Your response has been logged.

13. #26452 (Rick Bentson) Suggestion for 26051 (John LaRue) Runoffs Invitations 3.7.4.A.1.a
Thank you for your letter. Your response has been logged

14. #26453 (Rick Bentson) Proposal #26051 (John LaRue) Runoffs Invitations 3.7.4.A.1.a
Thank you for your letter. Your response has been logged

15. #26460 (Karen Abrahamson) Opposes Runoffs invitation # 26051 John La Rue 3.7.4.A.1.a
Thank you for your letter. Your response has been logged

16. #26474 (Christopher Buccola) Opposition to #26051 - Runoffs Invitations 3.7.4.A.1.a
Thank you for your letter. Your response has been logged

**GTL**
1. #26083 (Tim Linerud) Fun Beetle
Thank you for your letter. Your response has been logged.

2. #26084 (Joe Harlan) Response to 25986 VW Fun Cup
Thank you for your letter. Your response has been logged.

3. #26087 (Roy Lopshire) Opposes VW FUN CUP in GTL
Thank you for your letter. Your response has been logged.

4. #26091 (Kenneth Gassin) RE: 25986 VW Funcup
Thank you for your letter. Your response has been logged.

5. #26095 (William Ball) Request to look at #25986
Thank you for your letter. Your response has been logged.

6. #26100 (Jameson Savage) Response to CRB Request #25986
Thank you for your letter. Your response has been logged.

**STL**
1. #26676 (Tim Auger) Request engine fairness
Thank you for your letter. The Club Racing Board will continue to monitor class performance.

**STU**
1. #26668 (Dave Mead) Request to remove BMW S54 listing from approval
Thank you for your letter. The Club Racing Board will continue to monitor class performance.

2. #26670 (Luis Rivera) Opposes S54 in STU
Thank you for your letter. The Club Racing Board will continue to monitor class performance.

3. #26675 (John Weisberg) Opposes BMW S54/E46 for STU
Thank you for your letter. The Club Racing Board will continue to monitor class performance.

4. #26677 (Jose De Miguel) Opposes BMW S54 engine
Thank you for your letter. The Club Racing Board will continue to monitor class performance.

5. #26681 (Eric Heinrich) Request to remove S54 spec line from STU
Thank you for your letter. The Club Racing Board will continue to monitor class performance.

6. #26720 (Matt Wolfe) Opposition to recent rule changes and class direction
Thank you for your letter. The Club Racing Board will continue to monitor class performance.

**T4**
1. #26521 (Chris Shenfield) Permanently Changing an Adjustable Shock to Non-adjustable.
Thank you for your letter. Your opinion has been logged.

2. #26653 (Ali Naimi) In Favor of Adjustable Shocks
Thank you for your letter. Your input has been logged.

**What Do You Think**
None.

**RESUMES**
None.

## TECH BULLETIN

DATE: April 20, 2019
NUMBER: TB 19-05
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 5/1/2019 unless otherwise noted.

**American Sedan**
**None.**

**B-Spec**
**None.**

**Formula/Sports Racing**
**FA**
1. #26707 (Formula/Sports Racing Committee) Add data plate requirement
In GCR section 9.1.1.A.1, add a new section as follows:
"*i. All FA cars competing in Majors Races and the Runoffs must have the AIM part #X47KPFSOLO2R0 data box mount installed on their vehicle to provide the necessary mounting of the AIM Solo or Solo 2 data box. The mounting surface is to be approximately oriented either horizontally or vertically either parallel or perpendicular to the longitudinal axis of the car and must be accessible from the exterior of the car with the driver on board -- it should have a view of the sky, and not be located under carbon fiber or metallic bodywork. Sufficient space should be left between the mounting plate and the surface to which it is attached to permit the use of zip ties/tie straps to restrain the data box to the mounting plate. The purpose of this requirement is to allow the random placement of data boxes on cars in the pre-grid by SCCA assigned personal and the collection of the box when the car exits the race track. Contact AIM and their distributors for direct purchase.*"

**FC**
1. #26659 (Formula/Sports Racing Committee) E&O Wiseco piston and Crower connecting rod part numbers
In GCR section 9.1.1.B.15.f.6, make changes as follows:
"Wiseco piston P/N ~~WD-06526~~ *WD07253* as supplied by Quicksilver with rings, pin, Crower connecting rod P/N ~~SP93235B-4~~ *SP 93221* (with bolts), but without bearings: Minimum permitted weight: 976 grams."

**FV**
1. #26674 (Formula/Sports Racing Committee) E&O Dimensions
In GCR section 9.1.1.C.2, make changes as follows:
"Track, front: Standard VW – maximum 52.500" ~~(no spacers allowed)~~
Track, rear: 49.125" minimum, 50.750" maximum ~~(no spacers allowed)~~"

**P1**
1. #26648 (Formula/Sports Racing Committee) Clean up reference to engine table
In GCR section 9.1.8.C.J, change as follows:
"The ~~table (~~P1 Engine Table~~)~~ that follows provides general specification of engine types, displacement limits, intake restrictions, and automobile weights allowed."

2. #26692 (Formula/Sports Racing Committee) Remove redundant spec line
In P1 Engine Table, remove Mazda Renesis Rotary spec line (Spec Line I).

**SRF**
1. #26629 (Robey Clark) SRF Brakes and Shock Rule Changes
In GCR section 9.1.8.E.1.X.g, make changes as follows:
"Brakes: Hawk Blue 9012 pads P/N 801993~~ or 801994~~ *must be used*. *Wilwood* ~~V~~*v*ented rotor *P/N 800065* ~~minimum thickness 13.25mm (0.522 in.);~~ shall be used as delivered *with* no machining of any kind~~, P/N 800065~~. *Minimum thickness 13.25mm (0.522").* Rubber caliper bushings may be replaced with bronze bushings P/N 1196185 *or P/N 1196185*~~(or~~ A or B~~)~~. Original caliper pistons may be replaced with vented caliper piston P/N 1196184*; no other modification allowed*. *Wilwood caliper with bracket universal fit P/N 800038 may be used as delivered with no modification of any kind. Wilwood knock back spring (2.63 lbs.) P/N 800045 may be used as delivered with no modification of any kind; maximum of one spring per caliper.*"

In GCR section 9.1.8.E.1.X.h, make changes as follows:
"Shock Absorbers: ~~Standard Koni shock, P/N 82X-2255-SPA1 with standard oil or~~ Penske *shock* P/N 280396 *with spec valving shall be used as a sealed assembly with no modification of any kind. If shock seals are damaged in any way, the shock must be sent to an authorized SCCA Enterprises service center for verification and resealing at the competitor's cost.* ~~The bump rubber provided with the shock shall be used in unmodified, stock condition. No Koni or alternate bump stop is permitted to be used with the Penske shock. Shortening the Penske shock bump rubber is allowed. All shock absorbers must be sealed by Enterprises. Prior to sealing, the shock absorbers will be rebuilt by Enterprises or its authorized rebuilder.~~ *Beginning 05/01/2020, SCCA Enterprises bump rubber P/N 280407 may be used as delivered with no modification of any kind; if used, maximum of one bump rubber per shock.*"

**GCR**
**None.**

**Grand Touring**
**GT General**
1. #26141 (Michael Major) Request GTX Fuel injection for previous GT-1 tube frame cars
In GTX, GCR section 9.1.2.H.I.3, add throttle body size as follows:
"GTX tube frame cars may install fuel injection system, maximum throttle body size ~~TBD~~ *90mm*."

2. #26535 (Jeffery Smisek) Request to Classify Ligier JS2 R
In GTX, classify the Ligier JS2 R as follows:

**GTX- MISC**

| Model | Homologation | Model | Restrictor | Weight | Notes |
|---|---|---|---|---|---|
| *Ligier* | | *JS2 R* | | *2400* | |

**GT2**
1. #26106 (Mike McAleenan) Request for e36/e46 bmw 4500 cc v8 at 2950lbs in GT2/ST
In GT2/ST, BMW E46 M3 & E36 / BMW Z3 /BMW 5000cc V8, delete notes and add as follows:
"The 3.4 liter 6 cyl. (87.0 bore x 93.0 stroke) is permitted at 2575lbs. 4.0L V8 permitted at 2900lbs. 4.5L V8 permitted at 2950lbs. 5.0L V8 permitted at 3000lbs. Flossman body kit permitted as found at http://www.racingpartsbmw.de/start/eng/start.htm."

**GTL**
1. #25986 (Bryan Scheible) Request to Classify VW Fun Cup Beetle
In GTL, classify the Fun Cup Beetle as follows:

| Model | Years | Body Style | Drive-line | Wheel-base (in) | Notes |
|---|---|---|---|---|---|
| *Fun Cup Beetle* | *All* | *2 dr.* | *RWD* | *94.5* | *VW "Fun Cup" Beetle chassis as spec'd in the Fun Cup rule set, must conform to all other safety related rules per GCR or GTCS. Must have rule set in possession at event. See VW engine table for acceptable engines for this chassis.* |

2. #26572 (Luis Rivera) Request for GTL Mazda 13B SIR Increase with Penalty
In GTL, Mazda 13B, add to the engine spec line notes as follows:
"*May use a 25mm SIR plus 175lbs.*"

**Improved Touring**
**IT General**
1. #26237 (PRH Stark) Request clarification on 9.1.3 D1.A.2
In GCR section 9.1.4.D.1 make changes and renumber as follows:
9.3.1.D.1. Reciprocating Engines (only)

~~a. All air entering the intake tract shall pass through the carburetor or fuel injection air inlet (throttle body or bodies). All air must also pass through the stock air metering device, eg MAF, or AFM, etc if so equipped. Air intake source shall be within the confines of the engine compartment or stock location. (previously D.1.a.4)~~

~~4.~~ a. All air entering the intake tract shall pass through the carburetor or fuel injection air inlet *(throttle body or bodies)*. All air must also pass through the stock air metering device, eg MAF, or AFM, etc., if so equipped. Air intake source shall be within the confines of the engine compartment or stock location.

~~3.~~ b. The original, standard intake manifold shall be maintained. No porting or polishing of the manifold is permitted except as allowed by ~~rule D.1.l~~ *these rules*.

*c. Carbureted engines*

~~a.~~ *1.* Any carburetor jets, needles, and/or metering rods may be used in the stock or approved optional carburetor(s). Alternate needle valves are permitted. Removable jets may be replaced or resized. The number of carburetors may not be changed from standard. No venturi (including secondary or auxiliary) of any carburetor may be modified in any way.

~~1.~~ *2.* Certain cars have optional carburetors listed. On these cars, adaptor(s) may be used to mount the optional carburetor(s), provided the adaptor serves no performance function, i.e., plenum chamber, etc.

~~2.~~ *3.* External throttle linkage to the standard or optional carburetor(s) may be modified or changed. Choke mechanisms, plates, rods, and actuating cables, wires, or hoses may be removed. Method of operating the secondary throttle may not be modified. (previously D.1.a.2)

~~5.~~ *4.* All single carbureted cars may fit an approved optional carburetor. Approved optional carburetors are:

1 Weber 32 DGV/DGAV/DGEV
1 Weber 32/36 DGV/DGAV/DGEV
1 Weber 32/36 DFV/DFAV/DFEV
1 Weber 34 DAT/DATR/DATRA/DMTR

1 Holley-Weber 5200

Weber carburetor(s) with swaged fuel inlet fitting shall be replaced by drilling and tapping the carburetor body for a threaded fitting. Fuel injection manifold(s) shall not be replaced with carburetor manifold(s) from a different model, type, or engine size in order to fit an optional carburetor. All cars equipped with multiple carburetors shall run the original induction system, except for modifications allowed by *the Authorized Modifications* Sections ~~D.1.a., and D.1.a.2.,~~ above in these rules.

*d. Fuel injected engines*

~~6.~~ *1.* The engine management computer may be altered or replaced. A throttle position sensor and its wiring may be added or replaced. A MAP or MAF sensor and its wiring may be added. Other existing sensors, excluding the stock air metering device, may be substituted for equivalent units.

~~2. External throttle linkage to the standard or optional carburetor(s) may be modified or changed. Choke mechanisms, plates, rods, and actuating cables, wires, or hoses may be removed. Method of operating the secondary throttle may not be modified.~~

*2.* External throttle linkage may be modified or changed. Electronic control of the throttle is forbidden unless fit as stock. The method of operating any secondary throttle may not be modified. Electronically actuated throttle bodies may not be replaced by mechanical units unless specified on the vehicle's spec line. Requests for alternate throttle bodies will be considered on a case by case basis.

~~6.~~ *3.* The engine management computer may be altered or replaced. A throttle position sensor and
its wiring may be added or replaced. A MAP or MAF sensor and its wiring may be added. Other
existing sensors, excluding the stock air metering device, may be substituted for equivalent
units.
~~7.~~ *4.* Wires and connectors in the engine wiring harness may be modified or replaced.

**ITR**
1. #26096 (Austin Hilliard) Request Reduction of Minimum weight for 2000-2003 Honda S2000
In ITR, Honda S2000 (00-03), change the weight as follows:
"~~3005~~ *2895*"

In ITR, Honda S2000 (04-09), change the weight as follows:
"~~3005~~ *3025*"

**Production**
**EP**
1. #26726 (Production Committee) Allow Firewall Modification for Fitment of 13B into RX8
In EP, Mazda RX-8 (04-11) (alternate), add to notes as follows:
"*Firewall may be modified as necessary for fitment of 13B into stock chassis engine mount location. Firewall must be sealed in the area of the modification.*"

**Spec Miata**
**None.**

**Strategic Planning**
**None.**

**Super Touring**
**ST General**
1. #26597 (SCCA Staff) Request Ride Height Clarification
In GCR Appendix K.F.5, add as follows:
"Ride height will be measured *without driver* at the lowest point of the rocker panel, not including the pinch weld."

In GCR section 9.1.4.F.5, add as follows:
"Ride height will be measured *without driver* at the lowest point of the rocker panel, not including the pinch weld."

**Touring**
**T1**
1. #25841 (Scotty B White) Request to Classify EcoBoost Mustang
In T1, classify the Ford Ecoboost engine as follows:

| **T1** | **Maximum Displ.** | **Min. Weight** | **Required Restrictor** | **Engine Notes** | **Chassis Notes** |
|---|---|---|---|---|---|
| Ford Mustang/ Thunderbird | *3496* | *3300* | *(2) 31mm TIR* | *3.5 GTDi (Ecoboost) OEM turbos required.* | *Aftermarket K members are permitted. OEM independent rear suspension is permitted.* |

2. #26265 (James Candelaria) Request Corvette aerodynamic aids
In T1, Chevrolet Corvette Cadillac XLR (04-09), add to notes as follows:
"*C5 body only: Corvette OE equivalent aero parts allowed: C7 Carbon C7-CCC5EX-RSP-GB, C7-CCC5-SS-GB, C7-CCC5-FS-GB, +50lbs.*"

3. #26578 (Colin Cohen) Audi TTRS VTS Documentation Revision
In T1, Audi TTRS (GTS 2011 Spec), make changes to chassis notes as follows:
"Must conform to ~~December 14th, 2011~~ *July 24th, 2015* revision ~~3~~ *7* GTS rules."

4. #26599 (SCCA Staff) Request Ride Height Clarification
In GCR section 9.1.9.1.D.5, add as follows:
"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."

5. #26719 (Mark Kibort) Opposes Unfair weight and throttle restrictor
In T1, Porsche 928 S4/ Porsche 928 GTS-R, make changes to weight and restrictor as follows:
"~~3500~~ 3200"
"~~60mm flat plate restrictor~~"

**T3**
1. #26294 (Touring Committee) T3 Civic Si weight change
In T3, Honda Civic Si (2017-), make changes to the weight in the spec line as follows:
~~"3000~~ *2900"*

2. #26449 (Touring Committee) Class Civic Si 2017+ w/ alternate cage
In T3, classify the Honda Civic Si (2017-) with alternate cage, as follows:

| T3 | Bore x Stroke/ Displ. (cc) | Wheel-base (mm) | Max Wheel Size (inch) | Tire Size | Gear Ratios | Final Drive | Brakes (mm) | Weight (lbs) | Notes |
|---|---|---|---|---|---|---|---|---|---|
| *Honda Civic Si (2017-)* | *73.0 x 89.5*<br><br>*1498* | | *18 x 8* | *245* | *3.64, 2.08, 1.36, 1.02, 0.83, 0.69* | *4.10* | *(F) 312 x 25 Vented Disc*<br><br>*(R) 282 x 10 Solid Disc* | *3075* | *HPD CAT Delete pipe 18150-F23S-A6, HPD Flywheel 22100-F23S-A6, HPD FR HPD 4th Gear Set 23460-F23S-A6, HPD Differential 41100-F23S-A6, HPD Flywheel 22100-F23S-A6, HPD RR Damper Mount 52670-F23S-A6, HPD Spring FR 2.5" 550LB 51401-FC4Y-A6, HPD Spring RR 2.5" 800LB 52441-FC4Y-A6, HPD Adjustable RR Upper Arm 52390-F23S-A6, HPD TCA ABS modulator permitted part #57100-F23S-A6 to disable stability and traction control, 35mm TIR required. 4 piston calipers with separate hat and rotor, PN 45075-F23S-A6 Kit, Brake 4P +100lb. Vehicle with cage built to another series spec that exceeds SCCA Touring cage rules permitted. 8-point roll cage with additional secondary attachment points allowed while pending FIA certification* |

3. #26695 (Travis Washay) Classify 2014-2017 MK7 Volkswagen GTI for T3
In T3, classify the Volkswagen GTI (14.5-17), as follows:

| T3 | Bore x | Wheel-base (mm) | Max Wheel Size (inch) | Tire Size (max) | Gear Ratios | Final Drive | Brakes (mm) | Weight (lbs) | Notes: |
|---|---|---|---|---|---|---|---|---|---|
| *Volkswagen GTI (14.5-17)* | *82.5 x 92.8 1984* | *2361* | *18 x 8.5* | *245* | *STD: 3.76, 2.08, 1.46, 1.08, 1.09, .97*<br><br>*DSG: 2.92, 1.79, 1.14, .78, .80, .64* | *manual: 3.42 DSG: 4.77* | *(F) 312 vented (R) 288 solid* | *DSG @ 3080 STD @ 3050* | *Front and rear sway bar max 42mm (body and suspension mounting same as OEM), Any spring up to a maximum spring rate of 800 pounds may be used. Turbo Inlet Restrictor 35 mm. R32 model brake package allowed. Any 4 piston Stoptech brake kit (max 355mm) incl. 2-piece rotors allowed (+50lb) ECS street shield ECS-2986429 allowed* |

4. #25731 (Derek Zalewski) Request to classify a 2019 Chevrolet Camaro LT-I4 Turbo 1LE
In T3, classify the Chevrolet Camaro LT-I4 Turbo 1LE (2019-) as follows:

| T3 | Bore x Stroke(mm)/ Disp. (cc) | Wheel-base (mm) | Max Wheel Size (inch) | Tire Size (max) | Gear Ratios | Final Drive | Brakes (mm) | Weight (lbs) | Notes: |
|---|---|---|---|---|---|---|---|---|---|
| *Chevrolet Camaro LT-I4 Turbo 1LE (2019-)* | *86.0 x 86.0 1998* | *2811* | *18 x 10* | *245* | *4.40, 2.59, 1.80, 1.34, 1.00, .75* | *3.27* | *(F) 320 (R) 314* | *3450* | *Any swaybar 30mm front, 28mm rear allowed. 36mm TIR required.* |

## TIME TRIALS

Updates and information about Time Trials can be found at TimeTrials.SCCA.com

## QUICK LINKS

The following items have been removed from regular inclusion in Fastrack News and can be found on SCCA's website at the following links:

AUTOCROSS

Tire Rack SCCA Solo National Championships:
http://www.scca.com/solonats

Forms:
http://www.scca.com/downloads/

Rulebook:
http://www.scca.com/pages/solo-cars-and-rules

RALLY

Forms:
http://www.scca.com/downloads/

RallyCross Rulebook:
http://www.scca.com/pages/rallycross-cars-and-rules

Road Rally Rulebook:
http://www.scca.com/pages/roadrally-rules

ROAD RACING

SCCA National Championship Runoffs:
http://www.scca.com/runoffs

Accredited Driver Licensing Schools:
http://www.scca.com/pages/driver-s-school-w-table

Forms:
http://www.scca.com/downloads/

Technical Forms:
http://www.scca.com/pages/cars-and-rules

General Competition Rules (GCR):
http://www.scca.com/pages/cars-and-rules

TIME TRIALS

TIME TRIALS INFORMATIONS
TimeTrials.SCCA.com

SCCA NATIONAL CONVENTION

Event page:
https://www.scca.com/events/1983542-2017-scca-national-convention

EVENT CALENDAR:

SCCA Events:
http://www.scca.com/events/

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

# CLUB RACING BOARD

CLUB RACING BOARD MINUTES | May 7, 2019
The Club Racing Board met by teleconference on May 7, 2019. Participating were Peter Keane, Chairman; David Arken, John LaRue, Sam Henry, John LaRue, Paula Hawthorne, Steve Strickland, Lansing Stout and Shelly Pritchett, secretary. Also participating were: Bob Dowie and Peter Jankovskis, BoD liaisons; Deanna Flanagan, Director of Road Racing; Rick Harris, Club Racing Technical Manager; and Scott Schmidt, Technical Services Assistant. The following decisions were made:

**Member Advisory**
**GCR**
1. #26513 (Gordon Benson) Request to Break up the GCR and Address the Door Bar Rules
Thank you for your letter. An email has been sent with a detailed document to the member with instructions on how to extract pages and navigate the GCR. Letter #26864 has been created on the member's behalf to clarify the door bar attachment question.

**No Action Required**
**FA**
1. #26711 (Mirl Swan) Stop Dumping Random Formula Cars into FA
Thank you for your letter. The Club Racing Board appreciates your comments.

**FV**
1. #26839 (Andy Pastore) Supports Track Width Comment only
Thank you for your letter. The Club Racing Board appreciates your comments.

2. #26850 (Garry Sharp) Comment Referring to Letter #26674
Thank you for your letter. The Club Racing Board appreciates your comments.

**GCR**
1. #26647 (Jason Stine) SFI Harness Requirements
Thank you for your letter. The GCR Section 9.18.E.1. states SFI labels with an expiration date expires on December 31st of the labeled expiration date. In your case your belts will expire on December 2021. Restraint systems meeting SFI 16.1 or 16.5 shall bear a dated SFI Spec label. The certification indicated by this label shall expire on December 31st of the 5th year after the date of manufacture as indicated by the label. If for example the manufacture date is 2014 the fifth year after the date of manufacture is 2019. *SFI labels, with expiration dates, expire on December 31st of the labeled expiration date.*

2. #26672 (Thomas Turner) Request to review Driver safety
Thank you for your letter. Your concerns they will be discussed by the Club Racing Board and the National Staff.

3. #26738 (Kevin Coulter) Update GCR 8.4.3.D to reflect current sanctioning processes
Thank you for your letter. If two separate regions are hosting two separate sanctioned events on the same weekend, the rules as written are appropriate. The GCR does not require a Notice of Appeal Form it only states that there will be a notice of appeal.

**GT2**
1. #26582 (Lou Gigliotti) TA2 vs Top GT2 Car is Way Off.
Thank you for your letter. Please refer to letter # 26509. Weight has been increased to 2930.

2. #26609 (Lou Gigliotti) TA2 Issues
Thank you for your letter. Please refer to letter # 26509. Weight has been increased to 2930.

3. #26612 (Lou Gigliotti) Further Clarification/Back up for GT2 Rule Change Consideration
Thank you for your letter. Please refer to letter # 26509. Weight has been increased to 2930.

4. #26614 (Lou Gigliotti) TA2 Weight?? 2830? With Pirelli Slicks?
Thank you for your letter. Please refer to letter # 26509. Weight has been increased to 2930.

**GT3**
1. #25695 (Armen Megregian) Request for list of turbo engine cars in GT3
Thank you for your letter. Specification has been given for full prep turbo motors and limited prep motors will be specified as manufacturers provide their information to the Club Racing Board.

**FP**
1. #26828 (Jesse Prather) Request BoP for the Fiat 124
Thank you for your letter. The classification of this vehicle in question was adjusted a few seasons ago, and the effects of those changes are continuing to be monitored, along with the competition balance of all Prod classes. At this time, no further changes are believed to be warranted.

**HP**
1. #26777 (Bobby Beyer) Why Did the 07-11 Yaris Get Hit With Full Weight?
Thank you for your letter. The two Toyota Yaris generations have the same drivetrain, brakes, and coefficient of drag, their wheelbase, track, and height dimensions are all within one inch of each other, and both chassis' have been very successfully campaigned. The similarities are so great, that there isn't enough reason to treat their classifications differently.

**ST General**
1. #26780 (Jose De Miguel) Request to Clarify Manifold allowances
Thank you for your letter. 9.1.4.G.1.e Is a general category rule and applies to both STL and STU. 9.1.4.1.B.3 is a STU specific rule applying only to STU and over riding 9.1.4.g.1.e.

**STL**
None

**T1**
1. #26770 (Andrew Aquilante) Request to stop using T1 for cars no other classes want
Thank you for your letter. The Club Racing Board appreciates your opinion.

2. #26835 (Albert Watson) Request clarification for hood vents
Thank you for your letter. Based on the image of the louver you provided the part is legal.

**T2**
1. #26687 (Van Hunter) Request Bilstein B16 Suspension Kit
Thank you for your letter. Shocks are open. If the spring rate is under the spec line allowance it is legal.

**T2-T4**
1. #26812 (Eric Heinrich) Response to Roll cages
Thank you for your letter. The Touring Advisory Committee and Club Racing Board are working on changes.

**T4**
1. #26730 (Matt Downing) Suspension Options for Pontiac Solstice
Thank you for your letter. Three performance enhancements were recently made to this car to help it, which is why additional shock allowances were denied. We will continue to monitor its performance in the class.

2. #26745 (ROGER KNUTESON) : BMW Z4 Restrictor (2.5L)
Thank you for your letter. Please see page 670 of the April GCR. This car has been given recent competitive adjustments including, weight reduction, springs, sway bars and removal of restrictor plate.

**Not Recommended**
**FA**
1. #26689 (Bill Gillespie) Request BoP of USF3
Thank you for your letter. This change is not recommended at this time. The Club Racing Board will continue to monitor class performance.

**P1**
1. #26757 (Stan Clayton) Request Correction to P1 Spec Line E Minimum Weight
Thank you for your letter. The Club Racing Board does not recommend this change. The minimum weight is correct for the current power level and is supported by both acceleration rate data and lap time performance.

2. #26836 (Jim Devenport) Spec Line F of P1 Engine Table
Thank you for your letter. The Club Racing Board does not recommend this change. The minimum weight is correct for the current power level and is supported by both acceleration rate data and lap time performance.

**GCR**
1. #26404 (Bill Skibbe) Add to GCR section 9.3.28 Change Title to: Identification Marking
Thank you for your letter. After careful and thorough review of the proposal, including inconsistencies with current language, and conflicts with various sections, this is not recommended as written.

2. #26516 (John LaRue) Request to edit protest/appeal procedures
Thank you for your letter. The amount of administrative work for a volunteer organization and the stated timelines makes this proposal unfeasible.

3. #26645 (Patrick Burger) Looking for Car Class
Thank you for your letter. It is recommend that the competitor contact their local region to see if they have a regional only class that the car may fit in.

4. #26651 (Kevin Coulter) Delete First Sentence of GCR Sections 9.4.F.3 and 9.4.5.E.4.c
Thank you for your letter. Considering the highly variable range of driver weights, and the addition/subtraction of ballast and/or fuel to make minimum weights, the existing rule provides the most consistent approach to remove these variables from the determination of roll bar size.

5. #26723 (Raymond Blethen) Require class designation and car number on rear of the car
Thank you for your letter. There are several cars that run several different classes in different groups that would require multiple classes to be listed in very limited space on the back of the car.

**SM**
1. #26792 (Justin Lee) Request NA/NB Billet front enduro hubs
Thank you for your letter. This is not recommended at this time. The price point far exceeds the purpose and intent of the Spec Miata class.

**STL**
None.

**STU**
1. #25786 (Chris Itterly) Request to Allow BMW M50B25 Engine
Thank you for your letter. Currently the Club Racing Board will not consider alternate individual throttle body (ITB) type manifolds in STU.

2. #26754 (Dave Mead) Request to remove RWD Turbo 1% penalty
Thank you for your letter. The Club Racing Board decided to remove the 1 mm of TIR from AWD due to driveline loss. The Club Racing Board decided that RWD will retain the -1mm of TIR from chart weight until further data supports its removal.

3. #26810 (Allan Ferragonio) Request 9
Thank you for your request. CRB doesn't recommend changing the weight based on wheel size.

4. #26811 (Timothy Myers) Request Procedural feedback regarding category rule vs. spec line
Thank you for your letter. The Club Racing Board currently does not wish to classify this car for consistency. Currently the ST category has many hard lines regarding tire size, brake size, number of forward speeds. This car exceeds those hardlines. There are currently pending rules changes that may allow for this car in 2020. The Club Racing Board has chosen not to spec line the car due to lack of relative performance data.

**T1**
1. #26278 (James Hanrahan) Request to review the Lotus Exige Cup R
Thank you for your letter. Car is competitive as classed. Please use the contact the Touring Advisory Committee provided for information about developing the car.

2. #26761 (Michael Pettiford) Request for Corvette Parity at Hallett Suggestions
Thank you for your letter. In the absence of SCCA data we do not have a basis for change. We will continue to monitor the car and hope it can come to a Majors race soon.

3. #26825 (Christopher Childs) Request Restrictor change for FP350S
Thank you for your letter. In the absence of SCCA data we do not have a basis for change. We will continue to monitor the car.

**T2**
1. #26760 (Michael Pettiford) Solstice GXP Parity Suggestions from Hallett
Thank you for your letter. We will continue to monitor the car.

2. #26822 (William Moore) Request Camaro Weight Adjustment and Restrictor Plate - GCR 651
Thank you for your letter. In the absence of SCCA data we do not have a basis for change. We will continue to monitor the car.

3. #26827 (William Moore) Request Camaro Air Intake GCR 651
Thank you for your letter. In the absence of SCCA data we do not have a basis for change. We will continue to monitor the car.

4. #26833 (William Moore) Request Camaro Weight Adjustment and Restrictor Plate - GCR 651
Thank you for your letter. In the absence of SCCA data we do not have a basis for change. We will continue to monitor the car.

5. #26851 (Matt Jensen) Porsche 997.2 PDK Weight Adjustment
Thank you for your letter. The Club Racing Board feels the car is competitive as classed. The factors you present are valid but are accounted for.

6. #26852 (Matt Jensen) Porsche 996/997/997.2/Cayman Rear Tire Allowance
Thank you for your letter. Your proposal is outside of the class philosophy and would complicate rules compliance.

**T3**
1. #26871 (Travis Washay) Request to reduce 2004 BMW M3 restrictor vs. weight
Thank you for your letter. This car has recently been given performance enhancements. We need more data on the car. Please bring it to the track.

**T4**
1. #26759 (chi ho) 2001-2005 Toyota MR2 ECU
Thank you for your letter. This change is not recommended at this time. Recent changes were recommended for this car. Please refer to letter # 26728.

2. #26874 (Nick Leverone) Request to look at the Rx-8 Power
Thank you for your letter. We will continue to collect data and monitor the class.

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

**GCR**
1. #26520 (SCCA Staff) Request to Remove Reference
In section 6.10.1, please remove reference as follows:
Unless otherwise defined in the Supplemental Regulations, the start/finish line is the control line where timing begins/ends when crossed by a car. ~~Per 8.2,~~ 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 may be aided by suitable automatic or semi-automatic equipment.

2. #26544 (Staff National) Updating Section 4.5.3 Hazardous Area Credentials
In light of Crew credentials removal, this new language is appropriate.
4.5.3 Hazardous Area Credentials:
SCCA members ~~who are licensed and~~ who are 18 years and older may be issued credentials allowing them access to hazardous areas.

SCCA members 14 years ~~to 18 years old~~ *to the age of majority as determined by the law in the state of the individual's residence (typically 18 years old, but it may vary) who have a completed Annual Parental Consent, Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement, and a completed Minor's Assumption of Risk Acknowledgement on file in the SCCA National Office* may be issued credentials allowing them access to hazardous areas ~~only if they possess a Minor License issued by the SCCA National Office..~~ *Minor waiver will appear as a license on their membership/license card.* (See AppC.1.4., AppC.2.5., ~~AppC.3.2.~~) Otherwise, they may not enter any area where the hazards exceed those of the general public.

3. #26579 (B-Spec Committee) Add B-spec Cars exempted in 9.3.22. Fire System
In GCR section 9.3.22. FIRE SYSTEM, Add as follows:
All cars shall be equipped with an On-Board Fire System except T3, T4, STL, Spec Miata, *B-Spec*, and Improved Touring.

4. #26595 (SCCA Staff) Request Ride Height Clarification
In GCR Appendix F, add to ride height as follows:
"The distance from level ground to the specified portion of the car, with the tires, wheels, air pressure, etc., as normally raced. *To be measured without driver.*"

5. #26693 (SCCA Staff) Update Section 3 US Majors Tour event types
Recommended the following changes to D.1.a.
a. The National Office has developed standard formats for each type of U.S. Majors Tour event. ~~Regions areencouraged to utilize these standard formats to retain program consistency.~~

6. #26701 (SCCA Staff) Request to add new safety inspector license under Scrutineering

**Divisional Safety Inspector License for Prep Shops**

**Criteria**

- Divisional Safety Inspector license assigned to an individual employee in the shop
- Can only perform annual inspections
- Divisional Safety Inspector to record every annual issued and send to their DA
- Pass the SFI test
- Review the Annual Inspection Form
- Be trained by a National Scrutineer on how to perform annuals
- Obtain tools required to perform annual safety inspections
- Volunteer to help perform annuals at the track once a year
- Complete Annual Inspection Form log and email to their DA of Tech

**Restrictions**

- Will not be allowed to issue New Log Books or inspect/clear damaged cars
- Will not be allowed to work in tech
- DA's and Chief of Techs to perform random spot checks for safety compliance

**Request Form** *(there will be a formal document developed from the content below)*

- Where is your Shop Located?
- How many Years in Business?
- What is your Core Business?
- How many customer cars do you prep?
- How many annuals will you perform in a year?
- How many cumulative SCCA races are attended by your shop and customers each year?
- Has anyone in your shop ever been an Inspector?
- Do you meet all the criteria to assign a Divisional Safety Inspector License in your shop?

**T1**

1. #25837 (Touring Committee) T1 publish new class philosophy and direction
In GCR section 9.1.9.1, make changes as follows:

T1 new class philosophy

With an emphasis on cost and modification control; starting in 2020 the updated and modernized philosophy below will guide the growth of Touring 1. The purpose of this communication is to give members consideration time and foresight into this shift.

---

9.1.9.1 TOURING 1 CATEGORY

These Specifications are part of the SCCA General Competition Rules (GCR), and all classified automobiles shall conform with the requirements of GCR Section 9 unless this Category is specifically exempted from said requirements. ~~OEM specifications are as delivered from the manufacturer. In no way are any category rule modifications, swaps, updating or backdating to be performed to any component of the complete engine including intake and throttle body unless specifically allowed in the spec line. Specifically, any spec lines that contain the phrase or acronym OEM in the maximum displacement or engine notes section of the spec line, MUST adhere to OEM specs, EXCEPT engine bore. These engines may be bored out to a maximum of .040" over standard bore size.~~ *These specifications are presented as an adjunct to your Factory Shop Manual. They are not meant to supersede the information that is in your manual that legitimately applies to your make, model, and year of car with the exception of stated allowances on the spec line OR allowances in the category rules. Updating and backdating of any component is specifically not permitted unless the models are listed on the same specification line or the category rules allow an open allowance and you choose to use an OEM part. No unlisted models or factory options are eligible unless the vehicle model is on the spec line. If no specific model or options, option packages are listed on the spec line, the classified car is the base model with no options. These specifications reflect the best information available at the time of publication. Any error found will be updated when reliable specifications from the factory/factory distributor/aftermarket supplier or other sources recognized by SCCA, Inc. In the case of foregoing exceptions, the TCS will hold priority. Voids or mistakes that may occur in the TCS do not allow you to change your vehicle to conform to the TCS.*

*T1 Category Purpose and Philosophy:*
*The intent of the T1 category is to allow competition of production-based vehicles, at a moderate (limited prep) to high level (full prep) of preparation and performance allowances, using DOT approved tires. Vehicles in this category must be identifiable with vehicles offered for sale to the public and available thru manufacturer distribution channels within the US. Alternate cars may be approved on a case by case basis but will be limited to factory-based models. The T1 philosophy is taking a production-based vehicle and applying safety equipment and sensible and widely available performance modifications to create a Limited Preparation spec line. There will be some case by case Full Preparation vehicles permitted in the T1 category, however the T1 category will become almost exclusively a Limited Preparation class over time and Full Preparation vehicles or modifications that are not Limited Preparation in nature will be more appropriate for the GT category and not T1. Cost controls and complexity controls will be strongly considered with car classifications and permissible allowances or modifications. Factory produced race cars will be considered on a case by case basis with a bias toward no additional performance modifications or allowances and classed as Limited Preparation only. Any new vehicle classifications will be classed as Limited Preparation level only. Non-OEM forced induction requests will be considered on a limited case by case basis, however if classified will be restricted to a Limited Preparation level. Permitted allowances will first consider OEM or manufacturer available allowances before aftermarket allowances are considered. The T1 overarching philosophy is to make Limited Preparation vehicles more attractive in T1 than Full Preparation vehicles while controlling cost and complexity.*
*Engine swaps: Will be considered on a case by case basis as cars age or upgrade kits become available. These engine swaps will only be within the same family of manufacturer (Chevy-Chevy, Ford-Ford) and must be the same architecture and layout. Engines may not be bored/stroked unless specifically permitted.*
*T1 car eligibility: Cars are eligible for the class when they appear on a specification line and with the specific allowances permitted. Allowances that are permitted are not mandatory and a vehicle may race without an allowance that is permitted (OEM part) within the T1 rules and limitations. In addition, T2 cars may race in the T1 category – one class above their T2 class if they are in a T2 legal configuration that conforms to the T2 specifications and allowances as classified in T2.*

Limited T1:
See Limited T1 specification lines for the list of cars permitted to run in T1 in a limited preparation level configuration. These cars shall be prepared to the T2 level of preparation found in 9.1.9.2. Aftermarket headers allowed. Limited prep cars running stock OEM manifold/headers as delivered may subtract 50lbs. from the specified weight.

**T4**
1. #26728 (Chi Ho) 2001-2005 Toyota MR2 Parts
In T4, Toyota MR-2 Spyder 16V DOHC (01-05), make changes to notes as follows:
"~~The following items must remain stock: shock/struts (including mounts), original wheels, and transmission differential – unless specified below.~~ Header allowed. Front strut tower brace allowed. OBD2 requirement for ECU does not apply. *Eibach 8265.140 springs allowed. Non-OEM limited slip differential allowed +50lb.*"

**Taken Care Of**
**FV**

1. #26837 (Alex Bertolucci) Opposes RE #26674- FV track width rules
Thank you for your letter. Please see the responses to letters #26613, May 2019 Fastrack Minutes, and #26674, May 2019 Fastrack Technical Bulletin.

2. #26848 (Derek Harding) FV track width suggestions
Thank you for your letter. Please see the responses to letters #26613, May 2019 Fastrack Minutes, and #26674, May 2019 Fastrack Technical Bulletin.

3. #26869 (Graham Loughead) Oppose new FV track width rule
Thank you for your letter. Please see the responses to letters #26613, May 2019 Fastrack Minutes, and #26674, May 2019 Fastrack Technical Bulletin.

**GT2**
1. #26428 (Shad Huntley) Request to classify Acura NSX
Thank you for your letter. Please reference letter # 26121.

2. #26713 (Kristofer Olson) NSX in GT2 Follow Up
Thank you for your letter. Please reference letter # 26121.

**What Do You Think**
None.

**RESUMES**
1. #26806 (Stan Clayton) Volunteer for Club Racing Board or FSRAC
Thank you for your résumé. At this time all positions are filled, but your résumé will be kept on file.

## TECH BULLETIN

DATE: May 7, 2019
NUMBER: TB 19-06
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 5/31/2019 unless otherwise noted.

**American Sedan**

**AS**
1. #25885 (Matthew Long) Request to Revert to 2017 Weights
In AS, Ford Mustang Incl. Cobra & Cobra R (79-93), change weight as follows:
~~3250~~ *3150*
Over 313 CID
~~3550~~ *3450*

**B-Spec**
None.

**Formula/Sports Racing**

**ASR**
1. #26748 (David Vande Berg) Request mirror size review
In GCR section 9.1.8.B.13.a, make changes as follows:
"Mirrors per GCR Section 9.3 Mirrors. Additionally, there shall be at least two (2) mirrors, each with a minimum ~~100~~ *55*cm² (~~15.5~~ *8.53* in²) of reflective surface."

**FA**
1. #26691 (Formula/Sports Racing Committee) Adjust Line N restrictor size and minimum weight
In FA Table 1, Line N, change the weight as follows:
"~~1345~~ *1375*"

**FE**
1. #26912 (Robey Clark) FE Anti-Roll Bar Clarification
In GCR section 9.1.1.I.8.f, change as follows:
"Anti-roll bars (sway bars) may be run disconnected, but not removed. One anti-roll bar link may be removed from *the front, rear, or both ends of* the chassis for safety reasons, but no modification of the link or attachments is permitted."

2. #26913 (Robey Clark) FE / FE2 Updated Bubble Tail Rule
In GCR section 9.1.1.I.6, add a new subsection as follows:
"*k. Enterprises bubble tail P/N: WM138014 is allowed for both FE and FE2.*"

**FV**
1. #26702 (Darren Brown) Exhaust termination rule E&O
In GCR section 9.1.1.C.5.D.1, make changes as follows:
"Replacement of standard exhaust system with any exhaust system*, provided that the closest part of the opening from which exhaust gases exit* ~~terminating~~ *is no closer than* one (1) *inch behind the rearmost part of the body and the farthest part of the opening is no farther than* ~~to~~ *four* (~~3~~ *4*) inches behind the rearmost part of the body."

**P1**
1. #26919 (Formula/Sports Racing Committee) Missing word E&O
In GCR section 9.1.8.C.B.2, change as follows:
"Anti-intrusion panels *are* allowed anywhere on the sides of the chassis."

2. #26927 (Formula/Sports Racing Committee) E&O correction to GCR 9.1.8.C.C.
E&O correction to GCR
In GCR section 9.1.8.C.C.1, change as follows:
"Bodywork shall provide comfort and safety for *a* driver and ~~a~~ passenger or for a driver only."

In GCR section 9.1.8.B.7.b, change as follows:
"Bodywork shall provide comfort and safety for *a* driver and ~~a~~ passenger or for a driver only."

In GCR section 9.1.8.D.7, change as follows:
"Bodywork shall provide comfort and safety for *a* driver and ~~a~~ passenger or for a driver only."

**SRF**
1. #26914 (Robey Clark) New SRF Sectional Nose Rule Addition
In GCR section 9.1.8.E.1.E, add the following:
"NO MODIFICATIONS ALLOWED (except as specified). *The SRF multi-piece nose assembly is approved for use.*"

**GCR**

1. #26243 (SCCA Staff) Update Approved Driver Patches 9.3.28
   In GCR section 9.3.28 Figure 2 and Figure 3, change official patches as follows:

## *2019 Road Racing Official Patch Changes*

**2018 Standards:**

**Figure 2**
**Official SCCA Logo**

| Item #3619 | Discontinued | Item #3632 |
|---|---|---|
| (4.5 x 2.0 Inches) | (4.5 x 2.0 Inches) | (3.5 x 1.0 Inches) |

## NEW 2019 STANDARDS:

**Figure 2**
**Official SCCA Logo**

| Item #3618 | Item #3619 | Item #3632 |
|---|---|---|
| (4.5 x 1.75 Inches) | (4.5 x 1.75 Inches) | (3.5 x 1.0 Inches) |

**The 2018 approved SCCA logo patches (Red, white, blue SCCA and SCCA Club Racing) will be permitted until December 31, 2020.**

## Figure 3
## SCCA Uniform Patch (Right Side Preferred)




**Grand Touring**
**GT2**
1. #25185 (Amir Haleem) Request to classify Toyota Supra with 3SGTE engine
In GT2/ST, classify the Toyota Supra with 3SGTE engine as follows:

| GT2-ST | Maximum Displacement | Minimum Weight | Restrictor | Notes |
|---|---|---|---|---|
| *Toyota Supra with 3SGTE engine* | *2.0L* | *2900 lbs.* | *43mm TIR* | |

2. #26121 (Shad Huntley) Request to Classify Acura NSX from T1 to GT2?

In GT2/ST, classify the Acura NSX (All Years), as follows:

| GT2-ST | Maximum Displacement | Minimum Weight | Restrictor | Notes |
|---|---|---|---|---|
| *ACURA NSX (All Years)* | *3.5L w/Turbo* | *3000 lbs.* | *43mm TIR* | *TURBO:Garrett GTX4088R or BorgWarner EFR 8474*<br><br>*Driving Ambition Wide body kit #DA-4000-2*<br>*Front Nose #DA-4100*<br>*Front Lip with splitter #DA-4110*<br>*Front Hood #DA-2010*<br>*Left Front Fender #DA-4100LF*<br>*Right Front Fender #DA-4100RF*<br>*Left lower side skirt #DA-4110L*<br>*Right Lower side skirt #DA-4110R*<br>*Left Rear Fender #DA-4100LR*<br>*Right rear Fender #DA-4100RR*<br>*Rear trunk/deck lid #DA-1040*<br>*Rear Bumper #DA-1030*<br>*APR Rear Wing GTC-500* |

3. #26509 (Don McMillon) Request for TA2 BOP in GT2
In Appendix L, GCR section 4.8.3.1, change the weight as follows:
"The minimum weight for all TA2 cars is ~~2830~~ *2930* pounds."

**Improved Touring**
None.

**Legends Car**
None.

**Production**
None.

**Spec Miata**
None.

**Strategic Planning**
None.

**Super Production**
None.

**Super Touring**
**STL**
1. #26779 (Jose De Miguel) Request Restrictor Plate correction
9.1.4.2 Table A, Acura/Honda B18 (except C engine), make changes to notes as follows:
"~~53~~ *54*mm flat plate restrictor required."

**STU**
1. #26814 (Patrick Lipsinic) Request to clarify afterrmarket side skirts exhaust exit
In GCR section 9.1.4.D.6, add as follows:
"Aftermarket side skirts may be used provided they meet the minimum ride height rule of 3 inches, have no openings/ducts in them other than for jacking insert(s), *or side exit exhaust,* are no wider than the approved fascias, do not extend any higher than the bottom of the door and do not reinforce the chassis."

2. #26872 (Super Touring Committee) Wheel Flare wording
In GCR section 9.1.4.1.A.3.d, make changes as follows
"~~OEM base model body~~ *Each* fender may be flared to allow for tire clearance up to 2" with a weight penalty of 1%. *The flare* must maintain the OEM profile and appearance, seamlessly around the wheel arch. *Material may be added, or removed as necessary to create flare.*"

**Touring**
**T1**
1. #26556 (Touring Committee) Clarify DOT tires touring
In GCR section 9.1.9.2.7.b, T2-T4, make changes to Tires as Follows:
"~~Unless otherwise so noted on a vehicle's TCS line, all cars shall run the tire size as listed for the vehicle in the TCS or an authorized replacement size. When authorized replacement tires are used, the same size tire shall be used on each axle (front tires need not be the same size as rear tires).~~ Tires must conform to GCR section 9.3. Tires. All tires shall be offered for sale over the counter through the manufacturer's tire dealer network. The brand of tire and tire pressures are unrestricted. All cars shall run tires with a minimum of a "U" speed rating. *Tires must be DOT certified. The tire size on a vehicle spec line is a maximum unless otherwise noted. Touring spec line tire classification supersedes all other rules.* ~~For size determination, the molded section shall be used.~~"

**T2**
1. #26631 (Matt Jensen) 2018+ Audi TT RS Suspension Allowances
In T2, Audi TT RS (2018-), add to notes as follows:
"*Front sway bar 30mm max. Rear sway bar 28mm max. Springs up to 1200lb/in, front and rear allowed. Aftermarket intercooler allowed, part number TBD.*"

2. #26882 (Marty Grand) Request BOP adjustment for 2018 Honda Civic Type R-TIR removal
In T2, Honda Civic Type-R (2017-), make changes to weight and notes as follows:
"~~2900~~ *3050"*
HPD CAT Delete pipe 18150-F23S-R6; HPD 4th Gear Set 23460-F23S-R6; HPD Differential 41100-F23S-R6; HPD RR Damper Mount 52670-F23S-A6; HPD RR Spring Adjuster 52691-F23S-A6; HPD Adjustable RR Upper Arm 52390-F23S-A6; HPD ABS Modulator 57100-F23S-R6; ~~38mm~~ *50mm* TIR required. Alternate grill Cuztom Tuning FG-CIV16-V3-TR-BK allowed. Any sway bar front/rear up to 30mm allowed. Front springs up to 800lb allowed, rear springs up to 2000lb allowed.

**T3**
1. #26276 (Laura Bell) Request to properly class base Porsche Cayman
Please class the 09-12 Porsche Cayman in Touring 3.

| T3 | Bore x Stroke(mm)/ Disp. (cc) | Wheel-base (mm) | Max Wheel Size (inch) | Tire Size (max) | Gear Ratios | Final Drive | Brakes (mm) | Weight (lbs) | Notes: |
|---|---|---|---|---|---|---|---|---|---|
| *Porsche Cayman (09-12)* | *89 x 77.5 (2900)* | *2415* | *18 x 9* | *245* | *3.50, 2.12, 1.43, 1.09, 0.84, .78, .62* | *3.88* | *(F) 286 (R) 276* | *3150* | *Ducting for coolers is free, provided it doesn't change size and/or shape of factory body panels. Springs up to 800#/in front and 1000 #/in rear allowed. Sway bars 28mm max front and 24mm max rear. Porsche Motorsport rear and front control arms allowed.* |

**T4**

1. #26085 (Jason Huepenbecker) Request to allow piggy back ECU on 2000 Mazda Protégé
Please make the following changes in T4 as a clarification:
Mazda Protégé ES (2000)
Notes:
May update to MP3 specs. Any spring up to a maximum spring rate of 500 pounds front and 800 pound rear may be used cold air intake system allowed. OEM optional limited slip differential permitted. 32mm OEM style and configuration rear sway bar allowed. Header allowed, Front strut tower brace allowed, OBD2 requirement for ECU does not apply. *Secondary ECU tuning device allowed.*

1. #26678 (Josh Smith) Request helper spring as optional
In T4, Mazda MX5/ Club Model (06-15), add to notes as follows:
"MSR option permitted. Suspension package permitted with a 100 lbs. weight increase that includes the following parts: front springs #0000-04-9700-08, rear springs #0000-04-9400-07, helper springs#0000-04-HLPR-EB *(optional)*, F/R sway bar kit #GRM5-8MD16, front end links #0000-04-5499, rear end links #0000-04-5498."

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

## CLUB RACING BOARD

CLUB RACING BOARD MINUTES | May 31, 2019
The Club Racing Board met Face-to-Face on May 31, 2019. Participating were Peter Keane, Chairman; David Arken, Jim Goughary, John LaRue, Paula Hawthorne, Sam Henry, Steve Strickland, and Shelly Pritchett, secretary. Also participating were: Bob Dowie, Peter Jankovskis, and Marcus Meridith, BoD liaisons; Eric Prill, Chief Operations Officer; Deanna Flanagan, Director of Road Racing; Rick Harris, Club Racing Technical Manager. The following decisions were made:

**Member Advisory**
None.

**No Action Required**
**GCR**
1. #26938 (Eric Heinrich) Address On Track Behavior
Thank you for your letter. Please refer to letter # 26270 posted in July 2019 Fastrack.

2. #26944 (Charles Armbrust) Contact Log
Thank you for your letter. Please refer to letter # 26270 posted in July 2019 Fastrack.

3. #26961 (Joe Camilleri) Request to address cars producing excessive exhaust smoke, fumes
Thank you for your letter. There is no realistic way to write a rule that could be consistently and fairly applied to address exhaust emissions from race cars.

**Strategic**
1. #26538 (Charles Duncan) Letter to Club Racing Board Concerning Eligibility for Runoffs
Thank you for your letter. Your input is appreciated.

2. #26581 (John Hertsgaard) Objection to Vintage Proposal in February Fastrack Item 2
Thank you for your letter. Your input is appreciated.

3. #26922 (Paul Greigger) Vintage and Formula Cars
Thank you for your letter. Your input is appreciated.

4. #26969 (Armen Megregian) Runoffs qualification suggestion
Thank you for your letter. Your input is appreciated.

**ST General**
1. #26962 (Jeremy Tanner) Are all wheel drive vehicles allowed to run in any ST class?
Thank you for your letter. All Wheel Drive is permitted in Super Touring.

**STL**
1. #26937 (Robert Paszkiewicz) Right Hand Drive Integra
Thank you for your letter. Competitor may race JDM Integra as long as it meets this part of the ST Regulations; "Vehicles used in this category must be identifiable with the vehicles offered for sale to the public and available through the manufacturer's distribution channels in the US."

**STU**
1. #26878 (Rich Lee) Request to classify Acura TL car approval
Thank you for your letter. There is no requirement to class a car in STU if it is under 3.2L. You may compete with the TL as long as it meets all other STU regulations.

**T2**
1. #26846 (Drew Cattell) Request to allow overbore of .020 for T2 Cadillac CTS-V
Thank you for your letter. 0.020" overbore is already allowing in Touring. It includes a 30lb weight penalty.

2. #26847 (Drew Cattell) Request to allow LS7 clutch system on Cadillac CTS-V
Thank you for your letter. T2-T3 only: Any clutch disc and pressure plate of OEM diameter may be used, provided that they shall be bolted directly to an unmodified stock flywheel and weighs at least 95% of the factory OEM clutch disc and pressure plate.

**Not Recommended**

**B-SPEC**
1. #26954 (ALex Ratcliffe) Change Base Weight of 2007-10 Mini Cooper to 2520lbs
Thank you for your letter. We addressed performance with the header. We want to see how it works before any other changes are made.

**P2**
1. #26968 (Armen Megregian) Request to rescind Cars in Table 1 Spec Line
Thank you for your letter. The Club Racing Board does not recommend this change. The Club Racing Board considered the points you raise in reaching a solution to a supply problem with the original engines. Please see the response to letter #25595, January 2019 Fastrack Technical Bulletin. The Club Racing Board will continue to monitor class performance and will make appropriate adjustments as necessary.

**GCR**
1. #25822 (Todd Butler) Eliminate Physical Requirement for Full Comp, go to Self-Cert
Thank you for your letter. The Club Racing Board, after risk management advice, does not currently support eliminating the physical exam requirements from the Competition License requirements.

2. #26536 (Andrew Jenkins) WRL/Champ Car License Experience for Regional Events
Thank you for your letter. Neither WRL or Champ Car has a process for licensure or issues licenses to their participants so accepting participation/experience from those organizations would fall outside the scope of what Appendix C 2.8.B is intended for. The purpose of this section allows for a driver to show his/her competition license from another accepted organization to a registrar in lieu of an SCCA license. There would be nothing for a driver to show for WRL or Champ Car experience beyond results. Furthermore, these organizations do not require a medical or approval by a physician certifying they are fit to race. The licenses listed in App C 2.8.B require a physician's review, in line with the SCCA physical form. Including WRL or Champ Car in this list would be outside of the current driver eligibility guidelines which requires a medical examination form signed by a physician. WRL and Champ Car experience may certainly be considered if drivers are requesting a SCCA competition license waiver through the Divisional Licensing Administrator.

**GT3**
1. #26818 (Richard Smith) Request Peripheral Port carb and choke change
Thank you for your letter. The Club Racing Board feels that induction specs for disfranchised GT2 cars is correct as listed.

2. #26819 (Richard Smith) Request to change SIR for GT2 RX7
Thank you for your letter. The Club Racing Board feels that induction specs for disfranchised GT2 cars is correct as listed.

3. #26820 (Richard Smith) Request weight change for Disenfranchised GT2
Thank you for your letter. The Club Racing Board feels that the weight specs for disfranchised GT2 cars are correct as listed.

**STU**
1. #26396 (David Mead) Request to add Rotrex s/c to supercharged S2000 list
Thank you for your letter. BOM for S/C Kit was requested multiple times. Competitor nor Jackson provided requested information. S/C Kits will not be permitted without BOM for kit.

2. #26397 (David Mead) Request to allow K20 Honda Rotrex c38-81 S/C
NR: Thank you for your letter. BOM for S/C Kit was requested multiple times. Competitor nor Jackson provided requested information. S/C Kits will not be permitted without BOM for kit.

3. #26667 (Kevin Koelemeyer) Request BRZ 100m Jackson pulley
Thank you for your letter. Your request is not recommended at this time. Author is asking for more horsepower and it is not warranted. The Club Racing Board will continue to monitor performance.

4. #26884 (Joel Baez) Request to approve alternate turbocharger on Subaru WRX/STI
Thank you for your letter. This change is not recommended at this time. There is a list of approved alternate turbos for STU. Please choose either the stock turbo or one from the approved list.

5. #27020 (Dave Mead) Request to change eligibility allowances for ST
Thank you for your letter. This change is not recommended. The Club Racing Board feels that the rules are adequate as written.

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

**GCR**
1. #26248 (Bob Clark) Remove mandatory SCCA drivers school for 14/15 year olds
Make the following change to Appendix C.2.6.H:
"No 14 or 15 year-old will be allowed to race without having ~~*successfully completed at least one SCCA driver school. In Divisions in which SCCA driver schools are not available, the student may be allowed to race after completing two SCCA Accredited Schools subject to the*~~ approval of the Divisional Driver Licensing Administrator."

2. #26766 (Harley Kaplan) Request Safety tail and brake lights
In GCR section 9.3.31, strike the wording, replace and number as follows:
~~"All non-Formula cars shall have two operating red brake lights. All Formula (open wheel) and Sports Racing cars shall be equipped with a red taillight of at least the equivalent illumination power of a 15 watt bulb. This light shall be mounted as high as possible on the centerline of the car and be clearly visible from the rear. The taillight shall be illuminated when ordered by the Race Director or Chief Steward. Light assemblies shall be considered one light for the purposes of this rule, irrespective of the number of individual lamps the assembly may contain. Light assemblies may perform both rain and brake light functions provided they have two distinct illumination levels. An optional tail light ("rain light"), as described above, may be added to cars in all other classes. Lights that function as a strobe lights are not permitted except that in Formula and Sports Racer classes, the tail light may strobe when directed to be used as a rain light.~~

*A. BRAKE LIGHTS*

*All non-Formula cars shall have two operating red brake lights.*

*B. RAIN LIGHTS*

*All cars shall be equipped with rain light(s) clearly visible from the rear.*

1. *Non-Formula and Sports Racing cars shall utilize red tail lights, the rain light described in 9.3.31.B.2 or both.*
2. *All Formula (open wheel) and Sports Racing cars shall be equipped with a red taillight of at least the equivalent illumination power of a 15-watt bulb. This light shall be mounted as high as possible on the centerline of the car. Light assemblies shall be considered one light for the purposes of this rule, irrespective of the number of individual lamps the assembly may contain.*
3. *Light assemblies may perform both rain and brake light functions provided they have two distinct illumination levels. Lights that function as strobe lights are not permitted except in Formula and Sports Racer classes. The taillight may strobe when directed to be used as a rain light.*

*C.* Exposed glass headlights shall be taped. Rear brake lights may be taped with transparent tape. Turn signals, front parking lights, backup lamps, and side marker lights may be taped or painted. Lights mounted on or below the bumper shall be removed, and all resulting holes shall be covered to prevent air passage through said holes. Lights mounted within the bumper may be removed or covered and any resulting holes shall be covered to prevent air passage through said holes.

In Appendix F, Technical Glossary, add red tail light as follows:
*"Red Tail Light: A red light at the back of an automobile that makes it possible for the vehicle to be seen from the rear."*

**T1**
1. #26934 (Dave Mead) Allow Alternate Manufacture Differential Housing for Honda S2000
Effective Jan 1, 2020, In T1, Honda S2000, add to the notes as follows:
"*Alternate Manufacturer OEM differential housing allowed.*"

**Taken Care Of**
**FA**
1. #27011 (Michael Devins) Opposed to combining FA/FB
Thank you for your letter. Please see the response to letter #25823, January 2019 Fastrack Minutes, which was approved as recommended, January 2019 Board of Directors Minutes.

**GCR**
1. #26270 (Marc Cefalo) Request to review on track incidents and officiating
Improving On-Track Driver Conduct
Plan:
- Develop Facebook post to keep members up to date on current process (See below for latest post in italic)
- Discuss at the face to face BOD / CRB / staff meeting in May.

- Use SM as the catalyst for improvement and standardize common in all classes.
- Get SMAC and possibly the CAT (collision avoidance team) to identify possible ideas to help educate new (and experienced) drivers to establish common expectations.
- Continue to evolve, educate, and standardize race operations on how to deal with on track incidents and car damage.

On track behavior- Working towards cleaner, safer race events.
Contact between racers- a metal to metal incident, whether minor or major, is a hazard that comes with our sport. We all want close, hard racing, but we also want to load our car up at the end of the weekend without the hassle and expense of damage. This is a particular concern in our large fields, where it is easy to cross the line or get caught up in another on track event. In fact, we have received recent and specific feedback from the racing community that many believe there is a disconnect between each drivers interpretation of the conduct rules.

The GCR in section 6.11.1 On Course Driver Conduct attempts to define the parameters of on track conduct, most notably with this phrase: Drivers are responsible to avoid physical contact between cars on the race track….(It goes on to lay the groundwork for corrective action)…… If a driver is involved in significant body contact, the driver and car shall stop at the designated incident investigation site for review of the incident by the stewards before going to their paddock area…… "Significant body contact" includes but is not limited to:

contact resulting in 2 or 4 wheels off course, spins, loss of position, or repairs to suspension or bodywork. The Clerk of the Course at Hoosier Super Tour events will be coordinating with Race Control and the Safety Team to present disabled cars involved contact to Tech.

Currently, our leadership is looking into the best way to establish a common and uniformly understood interpretation of this part of our rules- essentially, our expectations for on track conduct. While SCCA provides a safety infrastructure and Stewards to deal with these issues, these steps only deal with the fallout of poor conduct - at the expense of valuable track time and potential repair costs.

One idea is to increase the driver awareness and education level by setting up a library of videos that use a known driver doing the narrative on what they see and how things should have been done (are you reading this, Randy Pobst). Other ideas involve more punitive measures including maintaining a centralized database of contact logs of repeat offenders.

If you have any thoughts on this topic, please write letters to crbscca.com. Let's all work together to improve our on-track racing experience.

2. #26731 (Ralph Provitz) Collision Avoidance Team
Thank you for your letter. Please refer to letter #26270 posted in the July 2019 Fastrack.

3. #26858 (Marc Cefalo) Request for rain lights on all cars
Thank you for your letter. See letter 26766 posted in the July Fastrack.

4. #26859 (Patrick Fanning) Request for rain lights on all cars
Thank you for your letter. See letter 26766 posted in the July Fastrack.

5. #26863 (Danny Steyn) Request to mandate Rain Lights
Thank you for your letter. See letter 26766 posted in the July Fastrack.

6. #26974 (Chris Edens) Request Rain Lights
Thank you for your letter. See letter 26766 posted in the July Fastrack.

**Strategic**
1. #26815 (Scott Rettich) Request SRF3 and FE/FE2 race group scheduling
Thank you for your letter. Your input is appreciated. This has been corrected for the 2019 Runoffs. The Club Racing Board does not have influence over divisional schedules.

**What Do You Think**
**STU**
1. #26908 (Mark Liller) Request a Rule Freeze
The Club Racing Board is requesting member input regarding freezing the rules in STU through the end of 2020. This would not include any prudent BOP changes including weight and restrictor.

**RESUMES**
1. #26698 (Eric Yagel) Request to join the B-Spec Advisory Committee
Eric Yagel has been added to the B-Spec advisory committee.

2. #26781 (Anthony Roma) Application to join the board and/or the Ad Hoc for B Spec
Anthony Roma has been added to the B-Spec advisory committee.

3. #26984 (Derrick Ambrose) Resume for Touring
Derrick Ambrose has been added to the Touring advisory committee.

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

## TECH BULLETIN

DATE: June 20, 2019
NUMBER: TB 19-07
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 7/1/2019 unless otherwise noted.

**American Sedan**
None.

**B-Spec**
1. #26977 (ALex Ratcliffe) Request to allow OBX Header for 2007-10 Mini Cooper
In B-Spec, (07-10) Mini Cooper, add to the notes as an E&O as follows:
"*OBX header part #10-2101-2S permitted.*"

**Formula/Sports Racing**
**FE**
1. #27029 (Robey Clark) FE Tire Update
In GCR section 9.1.1.I.13, make changes as follows:
"Tires must run in sets of 4 as stated below:
**DRY**
~~American Racer (until 05/31/2019)~~
~~Front: P/N: JE3C3, 22.0 X 8.0-13S~~
~~Rear: P/N: JE3MA, 22.5 X 10.0-13S~~
~~or~~
~~Front: P/N: JFEC3, 22.0 X 8.0-13S~~
~~Rear: P/N: JFEMA, 22.5 X 10.0-13S~~
Hoosier ~~(beginning 01/01/2019)~~
Front: P/N: 43272, 22.0 X 8.0-13 FE
Rear: P/N: 43312, 22.0 X 10.0-13 FE
**WET**
~~American Racer (until 05/31/2019)~~
~~Front: P/N: JWWC3: 22.0 X 8.0-13~~
~~Rear: P/N: JWWMA, 22.5 X 10.0-13~~

Hoosier ~~(beginning 01/01/2019)~~
Front: P/N: 44195 W3, 22.0 X 7.5-13
*or P/N: 44196 W3, 22.0 X 7.5-13*
Rear: P/N: 44217 W3, 22.0 X 9.0-13"

**P1**

1. #26753 (Formula/Sports Racing Committee) Remove sealed DP02-spec 2.0 MZR spec line effective 1/1/2020
In the P1 Engine Table, 2.0L Elan DP02-spec Mazda MZR line, change the notes as follows:
"Must have four (4) numbered seals in place on cam cover, oil pan, front cover, and crank angle sensor as installed by Elan Power Products or Elite Engines. No engine modifications permitted. *Sealed engine option will be removed effective 1/1/2020.*"

Note from the Club Racing Board: The Elan DP02 and its sealed Mazda 2.0 MZR engine became ineligible for the IMSA Prototype Challenge series after the 2018 season. Due to the absence of engine build, mapping, and performance criteria for the IMSA 2.0 MZR engine, the CRB is unable to ensure that the specifications that have allowed it to run without a restrictor in P1 remain unchanged. Consistent with the removal of the sealed 2.3 liter option after the 2017 season, the sealed 2.0 liter option will be removed from Spec Line F at the end of the 2019 season. As with the 2.3 liter engine, competitors may continue to run the 2.0 MZR engine in the P1 class subject to the requirements of Spec Line G.

2. #27005 (Formula/Sports Racing Committee) E&O Transmissions
In P1, GCR section 9.1.8.C.H, add the following:
"All gear changes shall be initiated by the driver. Mechanical gear shifters, direct-acting electric solenoid shifters, air-shifters and similar devices are permitted. Electronically controlled differentials and devices that allow pre-selected gear changes are prohibited. *Power shall not be applied to more than two (2) wheels.*"

3. #27031 (Formula/Sports Racing Committee) Move minimum height provision to bodywork height section
In P1, GCR section 9.1.8.C.C.11, delete in its entirety as follows:
"~~The outermost surface of body between the front and rear wheel openings must have a minimum height equal to the height of the front axle centerline.~~"

In P1, GCR section 9.1.8.C.C.3, add new wording as follows:
"Height: No part of the vehicle having special or significant aerodynamic function shall exceed a height of 115cm (45.25 in) above the ground with car in normal racing trim, driver aboard. *The outermost surface of body between the front and rear wheel openings must have a minimum height equal to the height of the front axle centerline.*"

4. #27033 (Formula/Sports Racing Committee) Remove duplicative fender louver provision
In P1 GCR section 9.1.8.C.C.9, make changes as follows:
"~~Louvers or exit ducts for extraction of the air from the top of the fenders are allowed.~~ Brake ducts ~~are allowed.~~*and* ~~D~~*d*ucts allowing air into the engine compartment are ~~allowed~~*permitted*."

In P1, GCR section 9.1.8.C.C.2, make changes as follows:
"The bodywork as viewed from the side and above shall cover all mechanical components including suspension except that the intake, exhaust, tow hooks, jack points, and radiators may be exposed. As viewed from the side, the bodywork shall extend over the full width of the tires for at least one-third (1/3) of their circumference. ~~Ventilation slots~~*Louvers for the extraction of air from the tops of the fenders* are permitted. The tires shall not be seen as viewed from above except through ~~ventilation slots (~~louvers~~)~~*,* provided that the fore/aft opening through which the tire may be seen does not exceed 3/16 inches when viewed from above; rear tires may be exposed as viewed from the rear. Cycle-type fenders (which cover only the tire and are not continuous with the rest of the body) are prohibited. Fenders shall be firmly attached to the bodywork."

**P2**
1. #27006 (Formula/Sports Racing Committee) E&O Transmissions
In P2, GCR section 9.1.8.D.J, add the following:
"*7. Power shall not be applied to more than two (2) wheels.*"

**SRF**
1. #27019 (Robey Clark) SRF Bump Stop Correction
In SRF, GCR section 9.1.8.E.1.X.h, make changes as follows:
"Shock Absorbers: Penske shock P/N 280396 with spec valving shall be used as a sealed assembly with no modification of any kind. If shock seals are damaged in any way, the shock must be sent to an authorized SCCA Enterprises service center for verification and resealing at the competitor's cost. Beginning 05/01/~~2020~~*2019*, *the* SCCA ~~Enterprises~~ bump ~~rubber~~*stop* P/N 280407 may be used as delivered with no modification of any kind; if used, maximum of one bump ~~rubber~~*stop* per shock. *Effective 05/01/2020, only the SCCA bump stop P/N 280407 may be used as delivered with no modification of any kind; if used, maximum of one bump stop per shock."*

2. #27028 (Robey Clark) SRF Dash Windscreen Kit
In SRF, GCR section 9.1.8.E.1.V, add the following:
"*ii. Dash Windscreen Kit, P/N 1180103 or P/N 180102, is allowed.*"

**GCR**
1. #25557 (Greg Amy) Consideration for GCR 2.8.B Adjustment
In Appendix C, GCR section 2.8.B.15, make changes as follows:
"15. Vintage Motorsports Council (VMC) and VMC member organizations. *A list of organizations can be found here: http://the-vmc.com/."*

Make the following change to GCR 3.1.4.B.6:
In GCR section 3.1.4.B.6, make changes as follows:
"6. Vintage Motorsports Council (VMC) and VMC member organizations. *A list of organizations can be found here: http://the-vmc.com/.*"

2. #26560 (Gary Vizioli) 9.3.28. IDENTIFICATION MARKINGS
In GCR section 9.3.28.D., make changes as follows:
"Except for classes in which there is only 1 required minimum weight (e.g., ASR, FE, FS, FST, FV, SM5, SRF, *SRF3*), all cars shall display the correct minimum weight specified in the current GCR in a manner that is clearly legible to the scrutineers at the scales. Cars that are run in more than one class must display the correct minimum weight for each class so that it is clear which weight applies to each class. Any car required to run a restrictor must display the restrictor size and type in a manner that is clearly legible to the scrutineers. If the car also displays a minimum weight, it is recommended that the restrictor information be located near the displayed minimum weight. GT2 cars must show displacement, weight, restrictor size and rule set."

3. #26679 (Austin Hilliard) Request to update definition of 'Canard' in technical glossary
In Appendix F, Technical Glossary, make changes to Canard as follows:
"Canard *(Dive Plane)* – A*n* ~~near-horizontal~~ aerodynamic device normally mounted at the extreme front of a (race) car."

4. #26876 (Stephen Mock) Request 9.3.27 rule clarification
In GCR section 9.3.27, make changes as follows:
"All fuel, oil, and water lines, including gauge and vent lines, that pass into or through the driver/passenger compartment, shall be of steel tube or metal braided hoses or ~~*bulkheaded*~~ *protected by a wall–like bulkhead container* (Cool suit lines are exempt). The driver shall not be exposed to header tanks. Heat shielding between fuel/oil lines and fuel/oil filters and exhaust components is strongly recommended."

5. #26877 (National Staff) Updating Section 5.12.4 Assistant Chief Steward - Safety section
In GCR section 5.12.4., make changes as follows:
"The Assistant Chief Steward – Safety is responsible to the Race Director or Chief Steward for the following:
A. Investigate accidents and forward the originals of all reports, including original releases, to the ~~Risk Management~~ *Sanction/Insurance* Department of SCCA.
B. The same day, notify the ~~Risk Management~~ *SCCA Critical Incident Hotline* of any accident which involves serious injury to a participant or any injury to a spectator.
C. Mail copies of the material sent to the ~~Risk Management~~ *SCCA Sanction/Insurance* Department to the Divisional Safety Administrator.
D. During the event, report to the Race Director or Chief Steward any hazards requiring further investigation or action.

E. Perform the duties delegated by the Race Director or Chief Steward.
F. Supervise Emergency Services personnel and equipment in conjunction with the Race Chairman (pre-event) and the Chief of ES (during the event)."

6. #26931 (SCCA Staff) Request to add verbiage for Restricted Drivers
Add a new GCR section 9.3.28 and renumber sections as follows:
"*9.3.28. HAND CONTROLS*
*Hand controls may be approved on a case-by-case basis. Such approval shall be in writing from the Road Racing Technical Manager and shall be in the driver's possession at all competitions.*"

7. #26946 (William Lemmond) Errors and Omissions About Fire System Decal
In GCR section 9.3.22.B.5, make changes as follows:
"The circle "E" decal of 9.3.~~23~~*22*.A.3.b (above) shall not appear on cars which have only a hand-held fire extinguisher."

**Grand Touring**
**GT1**
1. #26953 (Tony Ave) Clarify Trans Am Legal Bodywork and Wing
Effective 6-01-2019, In GT1, GCR section 9.1.2.D.8.k.2.E, make changes as follows:
"*In keeping in line with ~Trans Am bodywork is legal in GT1", An alternate rear wing of 12" average chord length and maximum 72"ÂÂÂÂÂÂ long is allowed, with a maximum 1/2" tall wicker, additionally endplates having a maximum size of 100 square inches. There is no weight penalty for this wing.*"

Effective 6-01-2019, In GT1, GCR section 9.1.2.D.8.n.1.B.2, make changes as follows:
"*In keeping in line with ~Trans Am bodywork is legal in GT1", A front undertray is allowed, as shown in 13.15.7 of the Trans Am racing rulebook, with a 50 pound penalty.*"

**GT2**
1. #27077 (SCCA Staff) TA2 Weight Clarification
In GT2 TA2 Cars, add weight to the spec line as follows:
Cars must comply with Appendix L. (prior generation TA2 rules) or current Trans Am rules *at 2930 lbs*. Tire make/size are free.
See Race Memo 19-04

**GTL**
1. #26896 (Peter Shadowen) Request CRZ wheelbase change
In GTL, Honda CRZ (10-14), CRZ (15-16), Insight (00-06), make changes to the notes as follows:

**GTL Cars - Honda**

| Model | Years | Body Style | Drive-line | Wheel-base (in) | Notes |
|---|---|---|---|---|---|
| CRZ | 10-14 | 3DR | FWD | 95.9 | *Alternate wheelbase 90.6 in.* |
| CRZ | 15-16 | 3DR | FWD | 103.1 | *Alternate wheelbase 90.6 in.* |
| Insight | 00-06 | 3DR | FWD | 94.5 | *Alternate wheelbase 90.6 in.* |

**Improved Touring**
None.

**Production**
None.

**Spec Miata**
None.

**Super Touring**
**ST General**
1. #27004 (Jose De Miguel) Request clarification for manifold and throttle in STU
In STU, GCR section 9.1.4.1.B.3, make changes as follows:
"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."

**STU**
1. #26982 (Super Touring Committee) Remove -2mm penalty from SR20DET Nissan
In STU, Nissan SR20DET, Table B, make changes as follows:

| STU | Maximum Displacement (cc's) | Minimum Weight | Notes |
|---|---|---|---|
| Nissan SR20DET | 2000 | Chart ~~-2mm~~ | |

**Touring**

**T1**

1. #26900 (Bill Baten) Request BoP Baten - T1 Camaro - Follow up to Letter # 26145
In T1, Cadillac CTS/CTS-V Chevrolet Camaro Pontiac Firebird Pontiac GTO, make changes to the restrictor as follows:
"6162 ~~67~~*70*mm Flat Plate"

**T2**

1. #26842 (Drew Cattell) Request to change Cadillac CTS-V years from 06-07 to 04-07
In T2, classify the Cadillac CTS-V (04-05) as follows:

| **T2** | Bore x Stroke(mm)/ Disp. (cc) | Wheel-base (mm) | Max Wheel Size (inch) | Tire Size (max) | Gear Ratios | Final Drive | Brakes (mm) | Weight (lbs) | Notes: |
|---|---|---|---|---|---|---|---|---|---|
| *Cadillac CTS-V (04-05)* | *99.0 x 92.0 5665* | *2880* | *18 x 10* | *295* | *2.97, 2.07, 1.43, 1.00, 0.84, 0.56* | *3.73* | *(F) 355 Vented Disc*<br><br>*(R) 365 Vented Disc* | *3500* | *Brake duct extension (through fog light) PN 25534464, Fuel tank sender kit PN 25534466. Springs up to 800#/in front and rear allowed., Front Roll Bar (36mm) # 25534469, Front Isolator #25534470, Rear Roll Bar (24mm) #25534471, Rear Isolator #25534472, F&R Links #25534473. Alternate sway bar up* |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | *to 36mm front, 25mm rear allowed. 62mm flat plate restrictor required.* |

2. #26845 (Drew Cattell) Request to allow Hotchkiss front / rear sway bars on T2 CTS-V
In T2, Cadillac CTS-V (06-07), add alternate sway bar to the notes as follows:
"*Alternate sway bar up to 36mm front, 25mm rear allowed.*"

3. #27022 (Touring Committee) Consider T2 06-07 Cadillac CTS-V BoP
In T2, Cadillac CTS-V (06-07), add restrictor to the notes as follows:
"*57mm flat plate restrictor required.*"

4. #27024 (Touring Committee) Correct T2 Mustang tire size
In T2, Ford Mustang GT 5.0L (2018-), make changes to the tire size as follows:
~~315~~ *295*

**T3**
1. #26885 (Rodney King) Request BMW e36 M3 sway bar and links
Effective January 01, 2020, In T3, BMW E36 M3 (96-00), add to the notes as follows:
"*Alternate sway bars allowed, 35mm front, 27mm rear.*"

**T4**
1. #26936 (Chi Ho) MR2 Spyder Year Correction
In T4, Toyota MR-2 Spyder 16V DOHC (01-05), correct the years as follows:
(~~01-05~~ *00-07*)

## COURT OF APPEALS

**JUDGEMENT OF THE COURT OF APPEALS**
**Charles Davis vs. SOM COA Ref. No. 19-04-SE**
**May 16, 2019**

### FACTS IN BRIEF

Following the Sunday, April 14, 2019, Group 1 Hoosier Super Tour race at Virginia International Raceway (VIR), Steve Pence, Race Director, filed a Request for Action (RFA) for investigation of Charles (Chuck) Davis for alleged violations of General Competition Rules (GCR) 2.1.4., 6.1.1.F., 6.11.1.A., B., C., and D., and 6.11.3.

The Stewards of the Meeting (SOM) Scott Melbon, Steve Keadle, and Pat McCammon (Chairman) met to hear and rule on the RFA. The SOM heard witness testimony, as well as reviewed witness statements and race control logs.

The SOM determined Mr. Davis violated GCR 6.11.1.A., 6.11.1.B., 6.11.1.C., 6.11.1.D., 2.1.4., and 6.1.1.F. The SOM disqualified Mr. Davis from the event and imposed the GCR maximum of 12 months suspension of his competition privileges including an assessment of 6 points against his competition license. Mr. Davis is appealing the ruling of the SOM.

### DATES OF THE COURT

The SCCA Court of Appeals (COA) Jack Kish, Dick Templeton, and James Averett (Chairman) met on May 2, 9, and 16, 2019, to review, hear and render a decision on the appeal. Laurie Sheppard, Michael West, and Pat McCammon were recused for various reasons. Due to the recusals, the Board of Directors appointed Dick Templeton to the COA to complete the court.

### DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED

1. Appeal letter from Charles Davis, received April 22, 2019.
2. Official Observer's Report and related documents, received April 29, 2019.
3. Video from Car #30, presented post-race, received April 29, 2019.
4. Verbal response to COA's questions by Chairman of the SOM, Pat McCammon, on May 9, 2019.

**FINDINGS**

Mr. Davis states in his appeal the steward's Request For Action (RFA), incorrectly called a "protest", was "beyond inappropriate." He also states the penalty was administered "inappropriately, inequitably and unfairly." Additionally, he states his car had the wrong tires (it was wet) and his windshield was fogging making vision difficult. Mr. Davis denied any responsibility for his on-course actions.

It is in fact a duty of the Race Director (GCR 5.12.2., 5.12.3.B.6. and C.6.) to report transgressions to the SOM and such report may be accompanied by an RFA. In this case the multiple alleged violations were reported to the SOM in the form of an RFA. Multiple official and driver witnesses counter all of Mr. Davis' denials. The COA reviewed all witness statements, race logs, and video provided by Car #30, plus the video link provided by Mr. Davis.

The SOM determined Mr. Davis violated 6.11.1.A. by failing to avoid contact with Cars #19 and #53. The COA, after considering all of the presented evidence, agrees with this decision.

The SOM determined Mr. Davis violated 6.11.1.C. when he forced Car #51 off course and had contact with Car #19. The COA agrees with this decision and notes that Mr. Davis also violated 6.11.1.B.

The SOM concluded Mr. Davis' multiple spins and off-course excursions manifested violations of GCR 2.1.4. These violations resulted in the Race Director showing Mr. Davis the black flag. The COA agrees with the SOM's decision. Additionally, the COA reminds Mr. Davis that GCR 2.1.4. does not exclude the racetrack, as he seems to argue.

The SOM determined Mr. Davis violated 6.1.1.F. when he failed to respond to the black flag. The race control log corroborates this. The COA agrees with this decision.

The SOM also found Mr. Davis in violation of 6.11.1.D. in regard to not using his mirrors. Driver and corner marshal witness statements confirm this. The COA concurs.

The SOM considered 2.1.7. in its hearings but that particular section of the GCR was not included in the original RFA. The COA acknowledges there are minor variations in the GCR references for the penalty on the official results.

The penalty assigned by the SOM is appropriate considering the quantity and severity of the on-course actions plus the fact Mr. Davis was already serving a lengthy probation. The SOM ruling was based on clear and convincing evidence, well-reasoned, and within the rules and authorities granted in the GCR.

**DECISION**

The COA upholds the SOM decision in its entirety. Mr. Davis must serve the remainder of his probation after serving the 12-month suspension. Mr. Davis' appeal is well founded, and his appeal fee, less the administrative amount retained by the SCCA, will be returned.

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**JUDGEMENT OF THE COURT OF APPEALS**
**Jason Reichert vs. SOM COA Ref. No. 19-06-SP**
**May 23, 2019**

**FACTS IN BRIEF**

Following the Sunday, April 28, 2019, Group 5 Hoosier Super Tour race at Buttonwillow Raceway Park, Jason Reichert, driver of Formula Continental (FC) #32, filed a Protest against Sicheng Li, driver of FC #13 for contact in violation of General Competition Rules (GCR) 6.11.1.B. (Each competitor has a right to racing room.)

The Stewards of the Meeting (SOM) Maggie Clark, Dale Shoemaker, and Margaret Binks (Chairman) met to hear and rule on the Protest. The SOM heard witness testimony. The SOM also reviewed videos, written witness statements, and the race control logs.

The SOM determined Mr. Li violated GCR 6.11.1.B. and imposed the penalty of Reprimand and levied 1 point (GCR 7.4.2.) against his competition license. Jason Reichert is appealing the severity of the penalty assessed to Mr. Li.

**DATES OF THE COURT**

The SCCA Court of Appeals (COA) Laurie Sheppard, Michael West, and Jack Kish (Chairman) met on May 16 and 23, 2019, to review, hear and render a decision on the appeal.

**DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. Appeal letter from Jason Reichert, received May 8, 2019.
2. Official Observer's Report, including related documents and videos, received May 9, 2019.
3. Video and written statements from a previous event, received May 8, 2019. This evidence is deemed not germane to this protest.
4. Witness statement from Tim Reichert, received May 8, 2019.
5. Screen print of Instagram exchange, received May 8, 2019.

**FINDINGS**

The SOM determined Mr. Li violated 6.11.1.B. by failing to provide racing room and thereby making contact with car #32. The COA agrees with the decision and affirms the penalty imposed is within the authority granted under GCR 7.2.

The COA acknowledges and understands Mr. Reichert's request to amend the penalty to loss of competition privileges. Mr. Reichert's appeal request is not solely based on Mr. Li's actions as cited in this protest, but cites violations occurring at another SCCA road racing

event and an Instagram posting by Mr. Li that includes this statement: "no worry, I will keep wracking [sic] more cars, so you can keep the job to fixing cars." (This statement was reportedly directed at Mr. Reichert's mechanic.) Consideration by the COA of Mr. Li's actions not germane to the original protest as written would violate GCR 8.4.5.C. which states, "At no time shall the Court of Appeals act as a Chief Steward, SOM, or Review Committee." Mr. Reichert's request for further review of Mr. Li's on course infractions and the questionable Instagram postings should be addressed under GCR 2.5. (Executive Steward Driver and Official Review).

The historical video, written statements related to a previous event, and the Instagram postings by Mr. Li are being referred to the Southern Pacific Division Executive Steward for consideration of further actions in accordance with GCR 2.5.

**DECISION**

The COA upholds the SOM decision in its entirety. Mr. Reichert's appeal is well founded and his appeal fee will be returned in its entirety.

**JUDGEMENT OF THE COURT OF APPEALS**
**Justin Hall vs. SOM COA Ref. No. 19-07-SP**
**May 16, 2019**

**FACTS IN BRIEF**

Following the Sunday, April 28, 2019, Group 4 Hoosier Super Tour race at Buttonwillow Raceway Park, Curtis Gong, Spec Miata (SM) #71, filed a Protest against, Justin Hall, SM #11 for alleged violations of General Competition Rules (GCR) 6.11.1.A. (Avoiding Contact)

The Stewards of the Meeting (SOM) Maggie Clark and Dale Shoemaker met to hear and rule on the Protest. The SOM heard witness testimony and reviewed videos, witness statements, and race control logs.

The SOM determined Mr. Hall violated GCR 6.11.1.A. and issued Mr. Hall a reprimand which also incurred one penalty point on his competition license. Mr. Hall is appealing the ruling of the SOM.

**DATES OF THE COURT**

The SCCA Court of Appeals (COA) James Averett, Michael West, and Pat McCammon (Chairman) met on May 16, 2019, to review, hear, and render a decision on the appeal.

**DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. Appeal letter from Justin Hall, received May 9, 2019.
2. Official Observer's Report and related documents received May 9, 2019.
3. Two videos from Car #11, received May 10, 2019.
4. One video from Car #71, received May 10, 2019.

**FINDINGS**

The COA reviewed the Official Observer's Report from the event and determined the SOM court hearing Mr. Gong's protest was not properly constituted. GCR 5.1.1. (Required Stewards) specifies there be "at least 2 SOM (including a Chairman and one other licensed steward in addition to any Stewards-in-Training)." Mr. Shoemaker currently holds a Steward-in-Training (SIT) license. The SOM court as convened was invalid. Therefore, the SOM lacked the authority to hear and rule on the protest.

**DECISION**

The COA vacates the SOM decision in its entirety. The SOM's reprimand and the assessed point on Mr. Hall's competition license will be removed. His appeal is well founded and his entire appeal fee will be returned.

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## CLUB RACING BOARD

CLUB RACING BOARD MINUTES | July 2, 2019
The Club Racing Board met by teleconference on July 2, 2019. Participating were Peter Keane, Chairman; David Arken, Jim Goughary, Paula Hawthorne, Sam Henry and Shelly Pritchett, secretary. Also participating were: Bob Dowie, Peter Jankovskis BoD liaisons; Eric Prill, Chief Operations Officer; Rick Harris, Club Racing Technical Manager and Scott Schmidt, Technical Services Assistant. The following decisions were made:

**Member Advisory**
**SR General**
1. #27184 (Formula/Sports Racing Committee) Data Box Mount
**TO:** All Participants

**SUBJECT:** Data Box Mount

Competitors are reminded that the AiM part #X47KPFSOLO2R0 data box mount must be installed on all P1, P2, FA, and FB cars competing in Majors Races and the Runoffs. It has come to the SCCA's attention that many cars still have the original Solo data box mount and some have no data box mount at all. The new Solo 2 data box mount (AiM part #X47KPFSOLO2R0) must be in place on all P1, P2, FA, and FB cars at the 2019 Runoffs. No exceptions. Competitors are also reminded that sufficient space should be left between the mounting plate and the surface to which it is attached to permit the use of zip ties/tie straps to restrain the data box to the mounting plate.

2. #27194 (Formula/Sports Racing Committee) Dissolution of FV Ad Hoc and FSRAC membership change
In 2016, an Ad Hoc Committee was formed to work on rules, issues, and concepts for the Formula Vee class. Since then the committee has assisted the Formula/Sports Racing Advisory Committee and the Club Racing Board with several major initiatives, including creating a disc brake option, adopting a spec Hoosier tire, and establishing a uniform procedure for measuring the intake manifold, as well as other important developments for the class.

With the implementation of these major initiatives, the time has come to dissolve the Ad Hoc Committee and turn over the ongoing process of refining the rules to the Formula/Sports Racing Advisory Committee to include in its normal activities effective October 1, 2019. The Club Racing Board would like to thank the following members of the FV Ad Hoc Committee for their dedication and hard work over the past three years: Dennis Andrade, John Petillo, Stephen Saslow, Charlie Turner, and Al Varacins.

John Petillo will join the Formula/Sports Racing Advisory Committee effective October 1, 2019. John's strong technical background, experience as a longtime Formula Vee competitor, and relationships with members of the Formula Vee community will be invaluable to the FSRAC's work going forward.

**No Action Required**

**AS**

1. #25460 (DAVID MEAD) Request S197 Mustang to Install 5.0 LP Coyote Engine
Thank you for your letter. The Club Racing Board seeks your feedback on whether or not all 2005-2010 Restricted Prep. Mustangs listed in AS specification lines should be permitted to install the 2011-2014 Restricted Prep. Coyote engine. If so, the 2005-2010 chassis cars would be required to follow all BOP adjustments as the 2011-2014, such as, but not limited to, weight, restrictor, etc.

No decision has been made. Please send your feedback through the CRB letter log system at crbscca.com.

Consideration has been made to allow back dating of engines into the earlier cars for the 2020. Implementation details need to be addressed.

2. #25639 (Tom Brown) Request to Classify 2010-2015 Camaro in Full Prep
Thank you for your letter. The committee is considering a change to the 2020 rules regarding the allowance of Chevrolet engines meeting full preparation engine/transmission rules on the 2010 -2015 Camaro. Exact implementation is to be determined.

The committee encourages members to provide detailed information regarding the installation of full preparation engines and transmissions in the 2010-2015 chassis but feels installation of the solid axle would require significant modifications. Assistance is requested to complete the necessary parts list and drawings to provide consistent installation of these powertrains in the 2010-2015 chassis. If it can be shown that a solid axle can be installed without significant modification to the body and without significant fabrication it may also be considered for the 2020 season. We are committed to maintaining parity amongst the competitors and encouraging participation with additional cars.

We encourage you to continue to support the American Sedan class and appreciate your input. Thank you.

3. #25742 (Scott Shadel) Future of A Sedan
Thank you for your letter. The committee is considering a change to future rules regarding the allowance of alternative classifications to increase participation within the class. No action required at this time.

4. #26292 (Kurt Rezzetano) Request for limited prep S197 mustang allowances
Thank you for your letter. The committee is tabling the allowance of the ford performance rear control arms at this time.

The committee is reviewing all cars for parity within the class. Allowances for some cars are being developed for the 2020 season. Adjustments may be made to allow a current car in another class to easily compete in the American Sedan class as well as other classes. We are committed to increasing participation in all classes.

We encourage you to continue to support the American Sedan class and appreciate your input. Thank you.

5. #26529 (Fred Gaulter) Request to Classify 5th Generation Camaro
Thank you for your letter. The committee is considering a change to the 2020 rules regarding the allowance of Chevrolet engines meeting full preparation engine/transmission rules on the 2010 -2015 Camaro. Exact implementation is to be determined.

The committee encourages members to provide detailed information regarding the installation of full preparation engines and transmissions in the 2010-2015 chassis but feels installation of the solid axle would require significant modifications. Assistance is requested to complete the necessary parts list and drawings to provide consistent installation of these powertrains in the 2010-2015 chassis. If it can be shown that a solid axle can be installed without significant modification to the body and without significant fabrication it may also be considered for the 2020 season. We are committed to maintaining parity amongst the competitors and encouraging participation with additional cars.

We encourage you to continue to support the American Sedan class and appreciate your input. Thank you.

6. #26660 (Pam Richardson) Support for Letters 26392 and 26393
Thank you for your letter. Consideration has been noted for your support of letters 26392 and 26393.

7. #26706 (Drew Cattell) Level Rules for RP Cars: Allow CTS-V Aftermarket Airbox
Thank you for your letter. The committee is tabling a change to the 2020 rules regarding the allowance of aftermarket airboxes for the Cadillac CTS-V at this time.

The committee encourages members to provide detailed information regarding the installation of Cold air induction systems. Specific manufacturers and part numbers are requested for inclusion. We are committed to maintaining parity amongst the competitors and reducing the cost to build and maintain cars.

We encourage you to continue to support the American Sedan class and appreciate your input. Thank you.

8. #26714 (Ted Warning) Against Allowing SMG Cars to Run ABS in AS
Thank you for your letter. The American Sedan advisory committee appreciates your comments and will take them into consideration in future decisions.

9. #26715 (Ted Warning) Against Allowing Rear Tubular Control Arms in AS
Thank you for your letter. The American Sedan advisory committee appreciates your comments and will take them into consideration in future decisions.

10. #26948 (Pamela Richardson) Against Letter 25885, Reduction of Weight of Fox Body Mustang

Thank you for your letter. The American Sedan advisory committee is establishing metrics for various car characteristics such as weight to track width. Parity between all cars is the focus without penalizing members for exceptional performance and effort in developing individual programs. We appreciate your comments and will take them into consideration in future decisions.

11. #26951 (Ted Warning) Controlling Cost and Iron Head Motor
Thank you for your letter. The committee is tabling a change to the 2020 rules regarding allowances for cars with iron heads at this time.

The committee is reviewing all cars for parity within the class. Metrics, such as weight/hp, for all cars are being developed for the 2020 season. Adjustments may be made if a current car falls outside of the metric range. We are committed to maintaining parity amongst the competitors and reducing the cost to build and maintain cars.

We encourage you to continue to support the American Sedan class and appreciate your input. Thank you.

12. #27078 (Pamela Richardson) Request to Classify Chevrolet Camaro (10-15) as a Full Prep Car
Thank you for your letter. The committee is considering a change to the 2020 rules regarding the allowance of Chevrolet engines meeting full preparation engine/transmission rules on the 2010 -2015 Camaro. Exact implementation is to be determined.

The committee encourages members to provide detailed information regarding the installation of full preparation engines and transmissions in the 2010-2015 chassis but feels installation of the solid axle would require significant modifications. Assistance is requested to complete the necessary parts list and drawings to provide consistent installation of these powertrains in the 2010-2015 chassis. If it can be shown that a solid axle can be installed without significant modification to the body and without significant fabrication it may also be considered for the 2020 season. We are committed to maintaining parity amongst the competitors and encouraging participation with additional cars.

We encourage you to continue to support the American Sedan class and appreciate your input. Thank you.

**F5**
1. #27073 (James Weida) Request for Rule Clarification for F500 Motorcycle Engine
Thank you for your letter. Sleeving a throttle body to assist air flow through a flat plate intake restrictor is not permitted. F500 is a restricted class, and any allowable modifications, changes, or additions are stated in the rules. The rules applicable to 600cc motorcycle engines state that "Fuel injection, if used, must be stock and unmodified for the model and year of the engine that is used."

**GCR**
1. #26486 (Rob Woolston) Comments on February Fastrack item 2
Thank you for your letter. You have raised numerous valid points that will need further research.

2. #26965 (Peter Roberts) No More Rules
Thank you for your letter. The current rules allow for all of the items you mention regarding giving drivers additional training.

3. #26995 (John Davison) Request to re-think split starts and numbers
Thank you for your letter. This appears to have been a local operation issue. Done properly, split starts can provide for safer race starts.

4. #27100 (James Rogerson) Opposes Prep shop tech divisional tech license
Thank you for your letter. You have raised valid concerns; we will look at addressing them moving forward.

5. #27102 (James Rogerson) Opposed to current 14-15 year old licensing
Thank you for your letter. The proposed rule change is to treat 14-15 year olds in the same manner as we do our drivers that are older than 15.

6. #27104 (James Rogerson) Incident log for in race contact in MSR
Thank you for your letter. We will suggest that the National office consider MSR as an option.

**GT2**
1. #27060 (Barry BOES) Recent TA2/GT2 Rules Change/BOP Adjustment
Thank you for your letter. The Club Racing Board will continue to collect data in GT2 class and make adjustments as necessary.

2. #27064 (D. Jeff Wood) Please Reconsider the 100LBS Weight Addition to the TA2 Class.
Thank you for your letter. The Club Racing Board will continue to collect data in GT2 class and make adjustments as necessary.

3. #27081 (Joseph Wolf) Oppose TA2 100 lb Weight Addition for GT2
Thank you for your letter. The Club Racing Board will continue to collect data in GT2 class and make adjustments as necessary.

4. #27085 (Scott Rettich) Remove Weight Added to TA2 Cars in GT2
Thank you for your letter. The Club Racing Board will continue to collect data in GT2 class and make adjustments as necessary.

5. #27086 (Barry Boes) GT2/TA2 Loophole Emergency Vote
Thank you for your letter. The Club Racing Board will continue to collect data in GT2 class and make adjustments as necessary.

**T1**
1. #26773 (Sean Reilly) Request Alternate differentials
Thank you for your letter. The parts requested are already allowed.

2. #26774 (Sean Reilly) Request Honda S2000-specific change
Thank you for your letter. The parts requested are already allowed.

3. #26775 (Sean Reilly) Request S2000 front bumper
Thank you for your letter. The parts requested are already allowed.

**T2**
1. #27047 (Joe Aquilante) Bring the S197 Mustangs and C5/C6 Corvettes Back to Competitive
Thank you for your letter. Based on data available from the cars that participated in Mid-Ohio and Road America, there isn't a need to make a change at this time. We will continue to monitor the class.

**T2-T4**
1. #27099 (Eric Heinrich) Review roll cage standards
Thank you for your letter. Your input is noted and appreciated.

**T3**
1. #26947 (Scotty White) Request to Reexamine Porsche Cayman
Thank you for your letter. We will continue to watch the class.

**Not Recommended**
**AS**
1. #25617 (John Heinricy) Request for Cold Air Intake for Full Prep Cars
Thank you for your letter. The committee does not recommend the allowance of cold air induction systems for full preparation cars at this time.

The committee recognizes the current induction system on full preparation cars is subject to significant variation in intake temperatures throughout a race. There are also significant differences between the current classified cars within American Sedan. Fabrication of cold air inductions could differ dramatically from vehicle to vehicle and generate greater variation within the class. We are committed to maintaining parity amongst the competitors, while encouraging participation with existing cars.

We encourage you to continue to support the American Sedan class and appreciate your input. Thank you.

2. #25884 (Matthew Long) Request to Adjust Rear Camber Spec. Line
Thank you for your letter. The committee does not recommend the adjustment of the rear camber specification at this time.

The committee recognizes a clarification of the rear chamber specification may be required but at this time a rule change is undecided. There may be a clarification of this rule for the 2020 season. We are committed to maintaining parity amongst the competitors.

We encourage you to continue to support the American Sedan class and appreciate your input. Thank you.

3. #25887 (DAVID MEAD) Request for 2011+ Mustang GT/CS RP Weight Reduction and 295 Tire
Thank you for your letter. The committee does not recommend the adjustment of the weight and larger tire penalty at this time.

The committee is reviewing all cars for parity within the class. Metrics, such as weight/hp, for all cars are being developed for the 2020 season. Adjustments may be made if a current car falls outside of the metric range. We are committed to maintaining parity amongst the competitors.

We encourage you to continue to support the American Sedan class and appreciate your input. Thank you.

4. #26699 (Matt Chojnacki) RP Cam Rules
Thank you for your letter. The committee does not recommend the performance cam at this time.

The committee is reviewing all cars for parity within the class. Metrics, such as weight/hp, for all cars are being developed for the 2020 season. Adjustments may be made if a current car falls outside of the metric range. We are committed to maintaining parity amongst the competitors.

We encourage you to continue to support the American Sedan class and appreciate your input. Thank you.

**SRF**
1. #26998 (Lawrence R. Steckel) Proposal for a 2 inch tow eye on Spec Racer Ford cars
Thank you for your letter. Enterprises does not recommend this change.

**GCR**
1. #27000 (Eric Prill) Rain Lights - Request to consider forward facing as well
Thank you for your letter. A lot of our cars have no provision for mounting a forward facing rain light.

**GT General**
1. #27058 (Joe Harlan) Request to Allow E85 Race Fuel
Thank you for your letter. Allowing alternate fuel sources is beyond the GTAC's ability.

**GT2**
1. #26923 (Lou Gigliotti) Allow carbon fiber parts to make weight, Aston Martin Vantage GT2
Thank you for your letter. If you would like to run the requested carbon parts you must run GTX.

2. #26981 (Jeff Burck) Request Gen 6 body work to be eligible for late model stock car
Thank you for your letter. The Club Racing Board is not recommending any new Stock Car bodies for GT2/ST.

3. #27035 (Lou Gigliotti) Request to re-visit letter about lightweight body panels
Thank you for your letter. If you would like to run the requested carbon parts you must run GTX.

**GTL**
1. #27034 (Jonathan Spiegel) Request to remove weight penalty 88-91 CRX IRS
Thank you for your letter. The weight penalty is appropriate for Solid Axle to IRS suspension conversion.

**HP**
1. #27116 (Steve Sargis) Request equality in H Production
Thank you for your letter. Additional performance balance adjustments are not recommended in HP at this time. Event results and data are continuously monitored at all styles of tracks, and competitors are encouraged to continue to develop and race their cars, in order to provide additional data points.

**T1**
1. #26772 (Sean Reilly) Request OEM replica hardtop
Thank you for your letter. After reviewing the GCR and communicating with you, we believe the GCR is correctly written to allow what you ask for. "Aftermarket OEM style hardtops are allowed."

**T2**
1. #27010 (Michael Pettiford) More proof that the Solstice GXP needs help
Thank you for your letter. BOP adjustments are made using all available data including race results and AIM data, at this time that range of data does not support a change for the Solstice. The CRB and TAC will continue to monitor the class performance.

2. #27036 (William Moore) Request Camaro weight and restrictor plate adjustment
Thank you for your letter. Data indicates the car is competitive as classed.

3. #27037 (William Moore) Request Camaro Air Intake
Thank you for your letter. We don't recommend adding an air intake on this car at this time.

**T2-T4**
1. #26925 (Owen Schefer) Request to Allow 2 Jacking Points to Be Added to Body Seams
Thank you for your letter. This change is not recommended at this time. Allowable to jack under roll cage attach points is legal.

**T3**
1. #26973 (Rob Hines) Request help for 350Z HR engine in T3
Thank you for your letter. The available data does not support a change at this time.

**T4**
1. #26967 (Philip Royle) Request piggyback ECU allowance in T4
Thank you for your letter. This is not recommended at this time. We will continue to monitor performance.

**Recommended Items**

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

**GCR**

1. #27062 (GCR Committee) Alternate SOM Model
In GCR Section 5.12.1. add new Section C:

***C. Alternate SOM Model***

*"An alternate SOM Model may be used if there are a limited number of Stewards available at an event. The Chairman of the SOM, in agreement with the Chief Steward/Race Director, may appoint experienced drivers as temporary Stewards, who have a good understanding of the GCR and are willing to participate as members of the Stewards of the Meeting. The Chairman shall ensure that the SOM court follows the appropriate GCR process when hearing protests or requests for action."*

**Taken Care Of**

**GT1**

1. #27048 (Scott Quaile) Request for Splitter Clarification, Driver/Owner GT-1 #89 NYR
Thank you for your letter. Please see July Fastrack.

**GT3**

1. #26987 (Chris Edens) Request to approve turbos
Thank you for your letter. The Club Racing Board has added a list of applicable Turbo rules in GT3.

**GTL**

1. #26868 (Tim Linerud) Opposes VW Fun Cup VW Bug
Thank you for your letter. Please see letter #26960.

**What Do You Think**

**T2-T4**

1. #26359 (Touring Committee) Weight adder for pro cages in touring
Please submit the following What Do You Think for member feedback:
The Club Racing Board and Touring Advisory Committee are considering a Touring category rules change to allow roll cages with additional chassis attachment points. This would be accomplished by specifying a minimum number of attachment points only.

Currently T2 is limited to a maximum of 12 chassis attachment points and T3-T4 are limited to 8 attachment points. Many, if not most, other sanctioning bodies specify a minimum number of attachment points only. This limits cross participation with touring.

A concept under consideration is to phase in minimum attachment point cages for T2 and T3. Starting in 2020 cars exceeding the current number of attachment points will be legal with a weight penalty of 1.5%

to the base weight of the car. Data can be collected and, if appropriate, the weight penalty can be adjusted to correct the BoP.

Starting in 2021 the weight penalty can be removed, and the rules rewritten to specify a minimum number of attachment points.

Please share your opinion on a Touring category rule change for additional chassis/cage attachment points in T2/T3 at crbscca.com.

**RESUMES**

**F**
1. #27181 (Formula/Sports Racing Committee) Add John Petillo to Formula Sports Racing Advisory Committee
John Petillo has been added to the Formula Sports Racing Advisory Committee.

**GT**
1. #27188 (Kevin Allen) Ad-Hoc Resume
Kevin Allen has been added to the Grand Touring advisory committee.

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## TECHNICAL BULLETIN

DATE: July 20, 2019
NUMBER: TB 19-08
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 8/1/2019 unless otherwise noted.

**American Sedan**
**AS**
1. #26598 (SCCA Staff) Request Ride Height Clarification
In AS, GCR section 9.1.6.4.a, add new wording as follows:
"Ride Height- Minimum ride height is five (5) inches, to be measured *without driver* at the lowest point of the sheet metal rocker panel, but not to include welded seams, stock ground effects cladding, or fasteners."

**B-Spec**
None.

**Formula/Sports Racing**
**F**
1. #26873 (SCCA Staff) Request to add SFI Spec 17.2 Fire Suppression system
In F, GCR section 9.3.22.A, add the following:
"Systems certified to SFI specification 17.1~~,~~ *or 17.2*, or"

**P1**
1. #27098 (Formula/Sports Racing Committee) E&O Transmissions
In P1, GCR section 9.1.8.C.H, add the verbiage as follows:
"*Traction control is not allowed.*"

**SR General**
1. #27170 (Formula/Sports Racing Committee) E&O General Technical and Safety Specifications
In SR, GCR section 9.3.12, make changes as follows:
"On all carburetors~~,~~ (except SU, ~~C and D~~ Sports Racing cars with motorcycle-type carburetors~~,~~ ~~and~~ Formula 500 Mikuni VM38, and F600 cars) with a non-threaded fuel inlet fitting, the fitting shall be replaced by drilling and tapping the carburetor body for a threaded fitting."

**GCR**

1. #26579 (B-Spec Committee) Add B-spec Cars exempted in 9.3.22. Fire System
In GCR section 9.3.22., add B-Spec to the wording as follows:
"All cars shall be equipped with an On-Board Fire System except T3, T4, STL, Spec Miata, *B-Spec*, and Improved Touring."

2. #27118 (SCCA Staff) Effective date for Fastrack
In GCR section 1.2.2.A, add new section as follows:
"*1. 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.*"

**Grand Touring**

**GTL**

1. #26960 (Grand Touring Committee) GTL
In GTL, Fun Cup Beetle, make changes to the spec line as follows:

**GTL Car VW**

| Model | Years | Body Style | Drive-line | Wheel-base (in) | Notes |
|---|---|---|---|---|---|
| Fun Cup Beetle *(1.8L)* | All | 2 dr. | RWD | 94.5 | ***1.8L "Fun Cup" VW/AUDI only (no other displacements permitted) 24.5mm SIR @2040 lbs. Engine seals need not be in place.***<br><br>***Alternate engine build spec: (Production Limited Prep Level 2) Water cooled, SOHC 81.0 x 86.4, 1780cc, Alum, Non Crossflow, 1 carb restricted to 32mm venturis. @ 2040lbs. Comp Ratio limited to 12,0:1, Valve lift limited to .425". Refer to PCS 9.1.5.E.2.a.e.f.g.h.i for Limited Prep Level 2 build specs.***<br><br>**VW "Fun Cup" Beetle chassis as spec'd in the Fun Cup rule set, must conform to all other safety related rules per GCR or GTCS. Must have rule set in possession at event. ~~See VW engine table for acceptable engines for this chassis.~~** |

**Improved Touring**
None.

**Production**
1. #27121 (Gary Rose) Request Miata Eligibility - 2003
In EP, GCR section 9.1.5., Mazda MX-5/Miata, make changes as follows:
"(99-~~02~~ *05*)"

**Spec Miata**
None.

**Strategic Planning**
None.

**Super Touring**
None.

**Touring**
**T1**
1. #26751 (Bruno Stockinger) Request to return Ford Mustang Challenge Car to T1
In T1, GCR section 9.1.9.1 T1, classify the Ford Mustang Challenge as an E&O as follows:

| **T1** | Maximum Displ. | Min. Weight | Required Restrictor | Engine Notes | Chassis Notes |
|---|---|---|---|---|---|
| *Ford Mustang Challenge* | *4600 cc* | *3300lbs* | *none* | *none* | *Must be prepared to World Challenge GTS rules dated 01/25/2011.* |

2. #27023 (Touring Committee) Correct years in T1 FP Corvette spec
In T1, GCR section 9.1.9.1, make changes to the spec line as follows:
"Chevrolet Corvette Cadillac XLR ~~(04-09)~~"

**T3**
1. #26866 (Travis Washay) Request guidance for 2014-2017 MK7 Volkswagen GTI
In T3, GCR section 9.1.9.2. T3, Volkswagen GTI (14.5-17), make changes to the notes as follows:
"Front and rear sway bar max 42mm (body and suspension mounting same as OEM), Any spring up to a maximum spring rate of 800 pounds may be used. Turbo Inlet Restrictor 35 mm *allowed max 60mm from impeller*. R32 model brake package allowed. Any 4 piston Stoptech brake kit (max 355mm) incl. 2-piece rotors allowed (+50lb) ECS street shield ECS-2986429 allowed."

## COURT OF APPEALS

**JUDGEMENT OF THE COURT OF APPEALS**
**Tim Auger vs. SOM COA Ref. No. 19-08-NP**
**June 27, 2019**

**FACTS IN BRIEF**
Following the Saturday, May 11, 2019, Group 7 regional race at Thunderhill Raceway, Jason Brassfield, driver of Spec Miata (SM) #14, filed a Protest against Tim Auger, Spec Miata T (SMT) #07 for alleged violations of General Competition Rules (GCR) 6.11.1. (Rules of the Road).

The Stewards of the Meeting (SOM) Clint Dewitt and Paul Helberg, Chairman, met to hear and rule on the Protest. The SOM determined Mr. Auger violated GCR 6.11.1.B. and issued Mr. Auger a reprimand which also incurred one penalty point on his competition license. Mr. Auger is appealing the ruling of the SOM.

**DATES OF THE COURT**
The SCCA Court of Appeals (COA) James Averett, Pat McCammon, and Laurie Sheppard (Chairman) met on June 20, 2019, to review, hear, and render a decision on the appeal.

**DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. Appeal letter from Tim Auger, received June 3, 2019.
2. Front and rear-view videos from Car #07, received June 3, 2019.
3. Official Observer's Report and related documents, received June 3, 2019.

**FINDINGS**
The COA evaluated Mr. Auger's statement, front and rear facing videos from Mr. Auger's car, and the Official Observer's Report from the event. The incident involving Mr. Brassfield occurred on the first lap of the race while the entire field was tightly bunched and vying for position. Approaching the third turn, there was contact between the left front of a third car (Car #6) and the right rear of Mr. Auger's car causing Mr. Auger to spin and contact Mr. Brassfield.

Based on Mr. Auger's video, the COA finds the contact between Mr. Auger and Car #6 to be a racing incident. The subsequent contact between Mr. Auger and Mr. Brassfield was unavoidable. The official Observer's Report does not include evidence to the contrary. The COA reverses the SOM's reprimand. The assessed point on Mr. Auger's competition license will be removed.

**DECISION**

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

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

**JUDGEMENT OF THE COURT OF APPEALS**
**SCOTT RETTICH vs. SOM COA Ref. No. 19-09-GL**
**June 27, 2019**

**FACTS IN BRIEF**

Following the Saturday, June 1, 2019, Group 4 Hoosier Super Tour race at Mid-Ohio Sports Car Course, Scott Rettich, driver of Formula Enterprises 2 (FE2) #17, filed a Protest against David Bleke, driver of Formula Atlantic (FA) #14, for alleged violations of General Competition Rules (GCR) 6.11.1.A., B., C. and D., and 2.7. as a result of contact causing damage to Mr. Rettich's car. Since Mr. Rettich mentioned "unsportsmanlike conduct" in his Protest, it is assumed he meant 2.1.7. (Acting in an unsportsmanlike manner) instead of 2.7. which refers to CRB Official Review.

The Stewards of the Meeting (SOM) Chuck Dobbs, Joel Harleman, Maurice LaFond, Rick Kosdrosky, Larry Svaton, and Debra LaFond (Chairman) met to hear and rule on the Protest. The SOM reviewed evidence including witness statements, race control logs, and video from Mr. Rettich's car.

The SOM determined the contact to be a "racing incident" and disallowed the protest. Mr. Rettich is appealing this decision.

**DATE OF THE COURT**

The SCCA Court of Appeals (COA) Michael West, Laurie Sheppard, and James Averett (Chairman) met on June 20, 2019, to review, hear, and render a decision on the appeal.

**DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. Appeal letter from Scott Rettich, received June 11, 2019.
2. Official Observer's Report and related documents, received June 11, 2019.
3. Video from Car #17, received June 11, 2019.
4. New videos from Cars #128 (FE2) and #7 (Prototype 2), received June 11, 2019.
5. Witness statements submitted by Mr. Rettich, received June 11, 2019.
6. Additional witness statement and photos from David Bleke, received June 11, 2019.

**FINDINGS**

The SOM had adequate video evidence, did a thorough review of the evidence, and determined there was no violation of 6.11.1.A., B., C., D., or 2.1.7. The contact was considered a "racing incident" and no evidence of blocking was observed.

The COA reviewed video evidence originally provided to the SOM plus new video presented by the appellant. Additionally, several new witness statements were reviewed. The COA does not find compelling evidence that the first court reached an incorrect conclusion.

**DECISION**

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

**JUDGEMENT OF THE COURT OF APPEALS**
**Chad Bacon vs. SOM COA Ref. No. 19-10-GL**
**June 27, 2019**

**FACTS IN BRIEF**

Following the Sunday, June 2, 2019, Group 5 Hoosier Super Tour race at Mid-Ohio Sports Car Course, Steve Pence, Race Director, filed a Chief Steward's Action (CSA) moving Caleb Bacon, Spec Miata (SM) #18's finishing position behind all compliant competitors for violation of General Competition Rules (GCR) 6.11.1.A. (Drivers are responsible to avoid physical contact.)

Race Director Pence was unable to contact the driver or entrant at the event to deliver the CSA. The next morning, June 3, 2019, Mr. Pence phoned the entrant, Chad Bacon, and informed him of the CSA and associated penalty.

Mr. Bacon protested the CSA on behalf of his minor driver, Caleb Bacon. He emailed the protest form to Mr. Pence on June 3, 2019, and was advised to provide a method of payment directly to the Chairman of the Stewards of the Meeting.

On June 6, 2019, the Stewards of the Meeting (SOM) Chuck Dobbs, Joel Harleman, Karen Crider (SIT), Maurice LaFond (SIT), and Debra LaFond (Chairman) met and disallowed the Protest as not timely for failure to submit the Protest fee as required by GCR 8.3.1.D.

Chad Bacon is appealing the decision of the SOM.

**DATES OF THE COURT**

The SCCA Court of Appeals (COA) James Averett, Laurie Sheppard, and Jack Kish (Chairman) met on June 20, 2019, to review, hear, and render a decision on the appeal.

**DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. Appeal letter from Chad Bacon, received June 12, 2019.
2. Official Observer's Report, including related documents, received June 12, 2019.
3. Email statement from Steve Pence, received June 20, 2019.
4. Email statement from Debra LaFond, received June 14, 2019.

**FINDINGS**

Mr. Pence provided a statement and evidence showing he explained the process for filing a Protest to Mr. Bacon, both on the phone call and later that morning in an email. Mr. Pence attached the CSA to the email, as well as Protest forms (one blank, one as a sample draft). He also detailed the process for submitting the Protest fee to the Chairman of the SOM and included her in the email addressees.

Mr. Bacon emailed the completed protest form to Mr. Pence on June 3, 2019. Mr. Pence acknowledged receipt of the form and forwarded it to Ms. LaFond. On June 5, 2019, Mr. Pence emailed Mr. Bacon and reminded him to call Ms. LaFond with payment information.

As of June 6, 2019, the Protest fee had not been received by the SOM.

The SOM determined Mr. Bacon failed to comply with GCR 8.3.1.D. by failing to submit the Protest fee. Mr. Bacon cited GCR 8.3.1. in his Protest, indicating he was aware of the requirements of filing a Protest. GCR 8.3.1.D. states "A Protest must…be accompanied by a fee of $50 if at a Majors tour race." The COA finds the SOM granted Mr. Bacon ample time and methods to submit the Protest fee. The COA agrees with the decision of the SOM to disallow the Protest.

**DECISION**

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

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

## CLUB RACING BOARD

CLUB RACING BOARD MINUTES | August 6, 2019

The Club Racing Board met by teleconference on August 6, 2019. Participating were Peter Keane, Chairman; David Arken, Jim Goughary, John LaRue, Sam Henry, Steve Strickland and Shelly Pritchett, secretary. Also participating were: Bob Dowie, Marcus Merideth, and Peter Jankovskis BoD liaisons; Deanna Flanagan, Director of Road Racing; Rick Harris, Club Racing Technical Manager and Scott Schmidt, Technical Services Assistant; Glen Thielke, National Race Data Technician. The following decisions were made:

**Member Advisory**
None.

**No Action Required**
**F5**
1. #27218 (Zak Morvik) Weight Increase for Motorcycle Powered Cars
Thank you for your letter. Please see the response to letter #27214 in this Fastrack's Technical Bulletin.

2. #27220 (George Bugg) Weight Increase for Motorcycle Powered Cars
Thank you for your letter. Please see the response to letter #27214 in this Fastrack's Technical Bulletin.

3. #27255 (Craig Laprade) Weight Increase of Motorcycle Powered Cars In Lieu of Restrictor
Thank you for your letter. Please see the response to letter #27214 in this Fastrack's Technical Bulletin.

**FC**
1. #27120 (Scott Vreeland) Request a Spec tire rule for FC
Thank you for your letter. Please see the response to letter #27119 in this Fastrack.

**FV**
1. #27303 (David Grimes) Request 15 in 4-bolt wheels
Thank you for your letter. Please see the response to letter #27008 in this Fastrack.

2. #27316 (Stevan Davis) Support of disc brake conversions
Thank you for your letter. Please see the response to letter #27008 in this Fastrack.

**P1**
1. #27257 (Keith Carter) Request to review the class disparity
Thank you for your letter. Please see the response to letter #27256 in this Fastrack.

**SRF**

1. #27308 (Lawrence Steckel) Request guidance for letter #26998
Thank you for your letter. It is not the Club Racing Board's role to advise Emergency Services on the method to be used when towing a particular type of vehicle.

**GT2**

1. #26279 (John Mueller) Request approval to race Lotus Exige S V6
Thank you for your letter. Competitor may request classification in GTX after supplying updated Lotus Exige S info.

2. #27149 (Brad Gross) Recent TA2 / GT2 rules change / BOP adjustment
Thank you for your letter, the Club Racing Board will continue to collect date from the class and monitor performance and make adjustments as required.

3. #27215 (Tyler Kicera) TA2 Weight Penalty
Thank you for your letter, the Club Racing Board will continue to collect data in GT2 class and make adjustments as necessary.

**IT General**

1. #26752 (James Bell) Opposes 4 piston calipers in IT 25858
Thank you for your letter. This matter has been resolved.

**Prod General**

1. #27195 (Jonathan Spiegel) Request choke relocation in permitted carburetor
Thank you for your letter. As the Level 1 carburetor rules are currently written, it is not believed that these modifications would be deemed legal.

**T1**

1. #27122 (Gordon Hunt) Mustang Boss 302S Eligibility for T-1
Thank you for your letter. This car is eligible to run in T1 as per the category rules.

**Not Recommended**

**FC**

1. #27119 (ROBERT ARMINGTON) Request spec tires for the class
Thank you for your letter. The Club Racing Board does not recommend this change because the FC class includes competitors who also race in various pro and regional series with individual spec tire requirements, and the adoption of a single tire for U.S. Majors and Divisional events would likely lead to fewer class entries overall.

2. #27223 (Robert Wright) Request for MZR Motor in FC Class
Thank you for your letter. The Club Racing Board does not recommend this change. The FC class currently has a good balance in performance between the Zetec and Pinto engines, and the introduction of a lighter weight engine as a third option would not be in the best interests of the class.

**FV**

1. #27008 (Andy Pastore) Request Late Style Wheels to Simplify Disc Brake Development
Thank you for your letter. The Club Racing Board does not recommend this change at this time.

**P1**

1. #27256 (Greg Bell) Request Balance of P1 engines
Thank you for your letter. The Club Racing Board does not recommend this change at this time. No competition adjustments will be made during the remainder of this season. The Club Racing Board will review the data obtained this season, including during the Runoffs, and will make appropriate adjustments as necessary for the 2020 season.

**GTL**

1. #27203 (Dan Wold) Request SR18DE Head for SR16VE
Thank you for your letter, Cylinder head was never produced for this block and is not recommended.

**EP**

1. #27147 (Michael Heintzman) Request weight reduction for 2L Honda S2000 in E-Production
Thank you for your letter. After further review of this vehicles specs, and on-track results and data, no adjustments are recommended at this time. However, additional data on this classification is desired, and current competitors are encouraged to continue developing and campaigning their cars, so that more data can be gathered for any future adjustment consideration.

**T1**

1. #27111 (Craig Anderson) Request BoP for GT2/ST and T1 C5 - 1997-2004 generation corvettes
Thank you for your letter. Please submit letters regarding BOP and rules changes for review after the Runoffs.

**T2**

1. #27207 (Kurt Rezzetano) Request for 98-02 Camaro/ Firebird updates
Thank you for your letter. Please submit letters regarding BOP and rules changes for review after the Runoffs.

2. #27208 (Kurt Rezzetano) Request for 98-02 Camaro/ Firebird rear control arms
Thank you for your letter. Please submit letters regarding BOP and rules changes for review after the Runoffs.

3. #27209 (Kurt Rezzetano) Request for 98-02 Camaro/ Firebird updates
Thank you for your letter. Please submit letters regarding BOP and rules changes for review after the Runoffs.

4. #27210 (Kurt Rezzetano) Request for 2011-2014 Mustang GT BOP
Thank you for your letter. Please submit letters regarding BOP and rules changes for review after the Runoffs.

5. #27236 (Peter Lewis) Request for Use of Aftermarket ECU
Thank you for your letter. Please see the response to #27241 in this Fastrack

6. #27238 (Michael Pettiford) Request to Classify Solstice GXP T2 to T3 as Specified in T2
Thank you for your letter. The review of the data on this car does not warrant a change.

7. #27241 (Peter Lewis) In Reference to Letter #27236 Use of Aftermarket ECU/ECM
Thank you for your letter. The introduction of replacement ECUs in touring is being carefully considered. A change in this philosophy would affect parity in a drastic way. We do not recommend a change at this time, but we will continue to monitor the situation.

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

**EP**
1. #27248 (Don Tucker) Request Level 1 suspension weight reduction
In EP, Mazda MX-5 /Miata 1.8L (90-97), change the weight as follows:
"~~2258~~ *2200*"

**SM**
1. #24462 (Spec Miata Committee) Request SM spec tire change
In SM, change Tires as follows:
"Dry: P205/50ZR15 Hoosier SM7 (name TBD) Required for all cars Regional and Majors competition after 6-1-2020. SM7 and (name TBD) allowed 1-1-2020 thru 6-1-2020."

2. #26976 (Charlie Campbell) Request rear camber options
In SM, GCR section 9.1.7.C.3.u, add a new section as follows:
"*u. On the upper control arms, the original outer mounting holes may be slotted to obtain additional camber. The max slot size shall not exceed 0.433" X 0.600". No material shall be added.*"

**T2-T4**
1. #27061 (Eric Heinrich) Request for Audi S4/S5 Brakes
In T2, Audi S4 (12-14), make changes to the notes as follows:
"S tronic transmission permitted at 3650 lbs. Ratios: 3.88, 2.24, 1.56, 1.18, 0.92, 0.75, 0.62. Max spring rate 1100#/in. front and rear. F sway bar 30mm, rear sway bar 24mm SPC front upper arms 81360. Brembo brake Kit PN: 3K2.8032A permitted. *Q5 OEM brake calipers, part #8R0615107G and 8R0615108G permitted. 2-Piece rotors max diameter 345 mm permitted,* B Separate coolant reservoir for the water to air intercooler permitted. 60mm flat plate restrictor required."

In T2, Audi S5 (13-14), make changes to the notes as follows:
"S tronic transmission permitted at 3650 lbs. Ratios: 3.88, 2.24, 1.56, 1.18, 0.92, 0.75, 0.62. Max spring rate 1100#/in. front and rear. F sway bar 30mm, rear sway bar 24mm SPC front upper arms 81360.

Brembo brake Kit PN: 3K2.8032A permitted. *Q5 OEM brake calipers, part #8R0615107G and 8R0615108G permitted. 2-Piece rotors max diameter 345 mm permitted,* Separate coolant reservoir for the water to air intercooler permitted. 60mm flat plate restrictor required."

In T3, Audi S4 (12-14), make changes to the notes as follows:
"40mm flat plate restrictor required. S tronic transmission permitted at 3725 lbs. Ratios: 3.88, 2.24, 1.56, 1.18, 0.92, 0.75, 0.62. Max spring rate 800#/in. front and rear. F sway bar 30mm, rear sway bar 24mm SPC front upper arms 81360. Brembo brake Kit PN: 3K2.8032A permitted. *2-Piece rotors max diameter 345 mm permitted,* 19x10 wheels allowed + 100 lbs. Q5 OEM brake calipers, part #8R0615107G and 8R0615108G permitted. Brake dust shields L&R part #3D0615311C and #3D0615312C are permitted. Air guide L&R part #3D0615447E and #3D0615448E are permitted."

In T3 Audi S5 (13-14), make changes to the notes as follows:
"40mm flat plate restrictor, 800 max F&R spring rate. F sway bar 30mm, rear sway bar 24mm SPC front upper arms 81360 S tronic transmission permitted at 3725 lbs. Ratios: 3.88, 2.24 ,1.56, 1.18, 0.92, 0.75, 0.62. Brembo brake Kit PN: 3K2.8032A permitted. *2-Piece rotors max diameter 345 mm permitted,* 19x10 wheels allowed + 100 lbs. Q5 OEM brake calipers, part #8R0615107G and 8R0615108G permitted. Brake dust shields L&R part #3D0615311C and #3D0615312C are permitted. Air guide L&R part #3D0615447E and #3D0615448E are permitted."

Note from the CRB: Please run this car prior to making any more requests.

**T3**
1. #27113 (Derrick Ambrose) Request for alternate Brake Caliper Bushings 07-13 Mazdaspeed 3
In T3, Mazda Mazdaspeed3 (07-09), make changes to the notes as follows:
"35mm Turbo Inlet restrictor required. Rear sway bar max 42mm (body and suspension mounting same as OEM. Any spring up to a maximum spring rate of 800 pounds may be used. *Damond Motorsports Mazdaspeed3 caliper bushing kit allowed F/R.*"

In T3, Mazda Mazdaspeed3 (10-13), make changes to the notes as follows:
"35mm Turbo Inlet restrictor required. Rear sway bar max 42mm (body and suspension mounting same as OEM. Any spring up to a maximum spring rate of 800 pounds may be used. *Damond Motorsports Mazdaspeed3 caliper bushing kit allowed F/R.*"

**Taken Care Of**
**HP**
1. #27154 (Joe Huffaker) Request alternate bodywork Austin-Healey Bugeye Sprite Mk1
Thank you for your letter. Please see response to letter #27106 in current Fastrack.

**T4**
1. #27152 (Josh Smith) E/O
Thank you for your letter. Please see letter #27112 in this Fastrack for Errors and Omissions update to the spec line. Mazda MX-5 NC (06-15)

**What Do You Think**
None.

**RESUMES**
1. #27139 (Cameron Conover) Submitting Resume
Cameron Conover has been added to the Improved Touring advisory committee.

## TECHNICAL BULLETIN

DATE: August 20, 2019
NUMBER: TB 19-09
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 8/31/2019 unless otherwise noted.

**American Sedan**
None.

**B-Spec**
None.

**Formula/Sports Racing**
**F5**
1. #27214 (Clint McMahan) Request for Weight Increase for Motorcycle Powered Cars
In the F500 engine table, change the weight as follows:
Honda CBR600RR (03-13): "~~875~~ *900*"

In the F500 engine table, change the weight as follows:
Suzuki GSXR600 (03-13): "~~875~~ *900*"

In the F500 engine table, change the weight as follows:
Yamaha R6 (03-13): "~~875~~ *900*"

**FA**
1. #27305 (Formula/Sports Racing Committee) Swift 014 Mazda MZR 2.0 E&O
In FA, Table 2, Swift 014 Mazda MZR 2.0 line, change the notes as follows:
"Piston minimum weight ~~320~~ *280*~~g, maximum dome height from quench area .125".~~"

**FV**
1. #27230 (Formula/Sports Racing Committee) E&O Wheels
In FV, GCR section 9.1.1.C.3.C., add the following:

"Wheels shall be standard fifteen (15) inch X 4J as used on the 1200cc and 1300cc VW sedan as defined herein, or any steel *fifteen* (15) inch X 4.5J wheel within the track dimensions of C.2."

**P2**

1. #27254 (Formula/Sports Racing Committee) Update P2 Engine Table spec lines to reflect 3/1/2019 changes

In the P2 engine table, make changes as follows:

| P2 Engine Table | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Spec Line** | **Engine Series** | **Max. Displ. (cc)** | **Max. Valves / Cyl.** | **Req'd Restrictor flat plate except as noted** | **up to 70in width / 70in-78.74in width** | **Min. Weight (Lbs)** | **Notes** |
| B.1 | 4 cycle Motorcycle-Based Kawasaki, Suzuki, Yamaha, Honda | 1005 | | ~~36.5~~ *35*mm<br>~~Effective 3/1/2019: 35mm~~ | | Stock Engine<br>~~1000~~ *1025*<br>~~Effective 3/1/2019: 1025~~ | No modifications allowed on engines manufactured after ~~year model~~ 2008 *model year*. |
| | | | | ~~37.5~~ *34*mm<br>~~Effective 3/1/2019: 34mm~~ | | Modified Engine<br>~~1100~~ *1125*<br>~~Effective 3/1/2019: 1125~~ | |
| B.5 | 4 cycle Motorcycle-based Kawasaki, Suzuki, Yamaha | 1345 | 4 | ~~37.5~~ *33*mm<br>~~Effective 3/1/2019: 33mm~~ | | ~~1160~~ *1185*<br>~~Effective 3/1/2019: 1185~~ | No modifications allowed. |

**GCR**

In GCR section 3.7.4.A.1.a, make changes as follows:

GT1- TA

GT2- TA2 or TA3

T1 - TA3 or TA4

T2 - TA4

FA – F3, F4, Atlantic (FRP)~~, FB (FRP)~~

FC – F2000 (FRP)
FF – F1600 (FRP)
*FB – F1000 (FRP)*

**Grand Touring**
**GT1**
1. #26242 (Marvin Epps) Request to classify Porsche 944/968
In GT1, classify the 944/968 as follows:
*"944/968*
*94.5"*
*2981cc 4, DOHC, Bore x Stroke (mm) 104.0 x 88.0, Aluminum crossflow, Unrestricted, Twin (2) Turbo. Weight = 2585"*

2. #27146 (Cheyne Daggett) Request to classify the Ford Coyote 3rd Gen OEM
Effective 01/01/2020, In GT2/ST, Ford 5.0L "Coyote" engine, add to the notes as follows:
""Boss" intake manifold permitted. *Ford Coyote 3rd Gen OEM (2018-2019) Part # M-6007-M-50C @3200lbs.*"

**GT3**
1. #27043 (Guy Laidig) Requesting Increase in Choke Diameter for Mazda 12A Bridgeport
In GT3, Mazda 12A Bridge Port, add to the notes as follows:
"*Optional choke size 42mm @2010lbs.*"

**GTL**
1. #27334 (Grand Touring Committee) Fun Cup Beetle
In GTL, Fun Cup Beetle, revise the spec line as follows:
**GTL Engine**

| Engine Family | Engine Type | Bore x Stroke (mm) | Disp. (cc) | Head Type | Valves / Cyl. | Fuel Induction | Weight (lbs) | Notes |
|---|---|---|---|---|---|---|---|---|
| *"Fun Cup" Beetle Sealed* | *SOHC* | *82.5 x 86.5* | *1780* | *Alum, non-Cross flow* | *2* | *Weber DMTL 32/34* | *1850* | *VW "Fun Cup" Beetle chassis as spec'd in the Fun Cup rule set, must conform to all other safety related rules per GCR or GTCS. Must have rule set in possession at event.* |

**GTL Cars - VOLKSWAGON**

| Model | Years | Body Style | Drive-line | Wheel-base | Notes |
|---|---|---|---|---|---|
| Fun Cup Beetle (1.8) | All | 2 dr | RWD | 94.5 | *VW 1.8L, 2V, SOHC, aluminum non-crossflow* ~~1.8L "Fun Cup" VW/AUDI only~~ (no other displacements permitted) ~~24.5mm SIR @2040 lbs. Engine seals need not be in place. Alternate engine build spec: (Production Limited Prep Level 2) Water cooled, SOHC 81.0 x 86.4, 1780cc, Alum, Non Crossflow, 1 carb restricted to 32mm venturis. @ 2040lbs. Comp Ratio limited to 12,0:1, Valve lift limited to .425". Refer to PCS 9.1.5.E.2.a.e.f.g.h.i for Limited Prep Level 2 build specs.~~ VW "Fun Cup" Beetle chassis as spec'd in the Fun Cup rule set, must conform to all other safety related rules per GCR or GTCS. Must have rule set in possession at event. *All windows must be "see thru" clear and uncolored.* |

**IT General**
1. #26966 (LARRY FREY) Request clarification 1999 Ford Escort ZX2 S?R
In ITA, Ford Escort ZX2 (98-00), change the year as follows:
"(98-~~00~~ *03*)"

In ITA, Ford Escort ZX2 (98-~~00~~ *03*), change the weight as follows:
"~~2400~~ *2355*"

**ITB**
1. #26997 (Alex Ratcliffe) Request to allow 07-11 Mini in ITB as BPSEC configuration
In ITB, Mini Cooper (07-10), make changes to the spec line as follows:
"(07-~~10~~ *13*)"
"*May be run in full compliance to B-Spec configuration and weight or to IT specification and weight.*"

**ITR**
1. #26724 (Kevin Fryer) Request to Classify 2008-2013 BMW 128i
In ITR, classify the BMW 128i (08-13) as follows:

| ITR | Engine Type | Bore x Stroke(mm)/ Displ. (cc) | Weight (lbs) | Notes: |
|---|---|---|---|---|
| *BMW 128i (08-13)* | *6 Cyl DOHC* | *85.0 x 88.0 2996* | *3210* | |

2. #27242 (Steve Strickland) Please Classify the '13-'14 Subaru BRZ/ Scion FRS in IT
In ITR, classify the Scion FR-S (13-15) as follows:

| ITR | Engine Type | Bore x Stroke(mm)/ Displ. (cc) | Weight (lbs) | Notes: |
|---|---|---|---|---|
| *Scion FR-S 13-15* | *4 Cyl DOHC* | *86.0 x 86.0 1998* | *2815* | |

In ITR, classify the Subaru BRZ (13-15) as follows:

| ITR | Engine Type | Bore x Stroke(mm)/ Displ. (cc) | Weight (lbs) | Notes: |
|---|---|---|---|---|
| *Subaru BRZ 13-15* | *4 Cyl DOHC* | *86.0 x 86.0 1998* | *2815* | |

**Legends Car**
None.

**Production**
1. #27263 (SCCA Staff) Request to classify the GMX5 2019
In EP, Mazda MX-5 Global Cup, change the year as follows:
"(16-~~18~~ *19*)"

2. #27106 (Gary Johnson) Request bodywork for Austin Healey Bugeye Sprite MK1
In FP, Austin-Healey Sprite Mk I, II, III, IV / MG Midget Mk I, II, III, IV, & 1500, add to the notes as follows:
"*Sprite Mk I only may replace exterior rear body work, aft of the cockpit and rearmost door opening, with stock appearing components of an alternate material.*"

In HP, Austin-Healey Sprite Mk I, II, III, IV / MG Midget Mk I, II, III, IV, Prep 1, 948cc, add to the notes as follows:
"*Sprite Mk I only may replace exterior rear body work, aft of the cockpit and rearmost door opening, with stock appearing components of an alternate material.*"

In HP, Austin-Healey Sprite Mk I, II, III, IV / MG Midget Mk I, II, III, IV, & 1500, Prep 1/2, 1275cc, add to the notes as follows:
"*Sprite Mk I only may replace exterior rear body work, aft of the cockpit and rearmost door opening, with stock appearing components of an alternate material.*"

In HP, Austin-Healey Sprite Mk I, II, III, IV / MG Midget (ALL), Prep 2, 1275cc, add to the notes as follows:
"*Sprite Mk I only may replace exterior rear body work, aft of the cockpit and rearmost door opening, with stock appearing components of an alternate material.*"

In HP, Austin-Healey Sprite Mk I, II, III, IV / MG Midget (ALL), Prep 2, 1098cc, add to the notes as follows:
"*Sprite Mk I only may replace exterior rear body work, aft of the cockpit and rearmost door opening, with stock appearing components of an alternate material.*"

In HP, Austin-Healey Sprite Mk I, II, III, IV / MG Midget Mk I, II, III, IV, & 1500, Prep1, 1098cc, add to the notes as follows:
"*Sprite Mk I only may replace exterior rear body work, aft of the cockpit and rearmost door opening, with stock appearing components of an alternate material.*"

**Prod General**
1. #27270 (Production Committee) level one susp. component rule
In Production, GCR section 9.1.5.E.4.e., change wording as follows:
"~~Suspension~~ *Spindles, hubs,* bushings, bearings, and ball joints are unrestricted."

2. #27300 (Production Committee) Clarification of Carb Rules - Prep 1
In Production, GCR section 9.1.5.E.1.b., make changes as follows:
9.1.5.E.1.b – Drive Train Level 1, Induction System

"1. All inducted air must pass through the venturi(s) of the car's carburetor(s). *Carburetor jets, jet needles, metering rods and needle valves are unrestricted. Choke mechanisms, plates, rods, and actuating cables, wires, or hoses can be removed. The number of carburetors must not be changed from stock, unless otherwise specified by the vehicles spec line. All single carbureted cars may fit a permitted optional carburetor.* ~~On cars w~~ *W*here the use of one (1) 40 DCN, DCNF, IDF carburetor is ~~required~~ *specified*, *a permitted optional carburetor may be substituted. Permitted optional carburetors are:* ~~can fit one (1) of the following permitted optional carburetors:~~

1. Weber 32 DGV/DGAV/DGEV
2. Weber 32/36 DGV/DGAV/DGEV
3. Weber 32/36 DFV/DFAV/DFEV
4. Weber 34 DAT/DATR/DATRA/DMTR
5. Holley-Weber 5200.

~~Carburetor jets, jet needles, metering rods and needle valves are unrestricted. Choke mechanisms, plates, rods, and actuating cables, wires, or hoses can be removed.~~

Where Weber carburetors are specified, Weber type carburetors can be substituted. ~~The following are p~~ *P*ermitted Weber type carburetors *are*:

1. Solex
2. SK
3. Mikuni

4. Delorto
5. Berg
6. PMO
7. EMPI

~~If the specification line for a car references~~ *Where* auto-type carburetor(s) *are specified*, permitted carburetors are:

1. Weber
2. Solex
3. SK
4. Mikuni
5. Delorto
6. Berg
7. PMO
8. EMPI
9. Zenith
10. Stromberg
11. SU
12. Rochester
13. Holley

Note: The orientation of the auto type carburetor(s)~~ downdraft or sidedraft,~~ *(downdraft or sidedraft)* must remain as in the stock induction system*, or as specified on the vehicles spec line*.

4. Fuel injection: All inducted air must pass through the throttle body and be subject to control by the throttle butterfly. The stock throttle body casting/housing must be retained. ~~The bore size and throttle butterfly dimensions~~ *The inside dimensions of the throttle body casting/housing and all dimensions of the throttle butterfly* must remain stock. The throttle body can be ported and polished. The throttle butterfly shaft shall not be relocated. *The outside diameter of the portion of the throttle butterfly shaft located in the throttle body bore must be no smaller than stock. The contour of the interface between the throttle butterfly shaft and the butterfly must remain stock.* The throttle butterfly and any throttle butterfly to shaft screws/bolts can be attached to the throttle butterfly shaft by any means including welding or brazing. Holes or slots can be created in the throttle butterfly for purposes of idle adjustment only. The number of injectors must remain stock. The mounting position and the injection point must be stock. Electronic fuel injection may be substituted for the stock type of fuel injection. In all other respects the fuel injection system is unrestricted.

5. All carburetors must retain the stock method of fuel distribution. Utilization or modification of a carburetor's components to effect an annular discharge configuration is prohibited.

6. Air cleaners, velocity stacks, air supply ducts and cold air boxes are unrestricted.

7. Stock or permitted alternate intake manifold(s) can be ported and polished. It/they can be cut apart to facilitate this work. When the manifold is re-welded, the external dimensions of the manifold must remain unchanged from stock. *No modification of the cylinder head or end plate is allowed when fitting a permitted alternate intake manifold. Balance pipes or tubes on all intake manifolds can be plugged or restricted.*

~~8. No portion of the intake manifold(s) can extend into the inlet ports of the cylinder head or rotary engine end plate. No modification of the cylinder head or end plate is allowed when fitting a permitted alternate intake manifold. Port to port balance pipes or tubes in all intake manifolds can be plugged or restricted.~~

~~9~~*8*. The accelerator pedal and linkage to the throttle butterfly is unrestricted. Electric throttle control is prohibited unless fitted as stock. Two spring loaded systems of positive throttle closure are strongly recommended.

3. #27301 (Production Committee) Clarification of Carb Rules - Prep 2
In Production GCR section 9.1.5.E.2.b.1., make changes as follows:
9.1.5.E.2.b.1., – Drive Train Level 2, Induction System

"All inducted air must pass through the venturi(s) of the car's carburetor(s). *Carburetor jets, jet needles, metering rods and needle valves are unrestricted. Choke mechanisms, plates, rods, and actuating cables, wires, or hoses can be removed. The number of carburetors must not be changed from stock, unless otherwise specified by the vehicles spec line.* All single carbureted cars may fit a permitted optional carburetor. *Where the use of one (1) 40 DCN, DCNF, IDF carburetor is specified, a permitted optional carburetor may be substituted.* Permitted optional carburetors are:

1. Weber 32 DGV/DGAV/DGEV
2. Weber 32/36 DGV/DGAV/DGEV
3. Weber 32/36 DFV/DFAV/DFEV
4. Weber 34 DAT/DATR/DATRA/DMTR
5. Holley-Weber 5200.

~~The stock or permitted alternate carburetor must not be modified. Carburetor jets, jet needles, metering rods and needle valves are unrestricted. Choke mechanisms, plates, rods, and actuating cables, wires, or hoses can be removed. The number of carburetors must not be changed from stock.~~

*Where Weber carburetors are specified, a permitted Weber type carburetor can be substituted. Permitted Weber type carburetors are:*

*1. Solex*
*2. SK*
*3. Mikuni*
*4. Delorto*
*5. Berg*
*6. PMO*
*7. EMPI*

*Where auto-type carburetor(s) are specified, permitted carburetors are:*

*1. Weber*
*2. Solex*
*3. SK*
*4. Mikuni*
*5. Delorto*
*6. Berg*
*7. PMO*
*8. EMPI*
*9. Zenith*
*10. Stromberg*
*11. SU*
*12. Rochester*
*13. Holley*
*Note: The orientation of the auto type carburetor(s) (downdraft or sidedraft) must remain as in the stock induction system, or as specified on the vehicles spec line.*"

**Spec Miata**
None.

**Strategic Planning**
None.

**Super Production**
None.

**Super Touring**
**STU**
1. #27290 (SCCA Staff) Request to correct E&O advanced aerodynamics
In STU, GCR section 9.1.4.1..A.3.b., make changes as follows:
"A wing *assembly* no wider than the widest part of the body (Not including the mirrors), with a maximum cord length of 12", and end plates that do not exceed 72.0 square inches each. *No part of* ~~T~~*t*he wing *assembly* may be ~~no~~ higher than roof height."

**Touring**
**T1**
1. #27198 (Joe Aquilante) T1 LP 2016 Camaro and Later
In T1-LP, Chevrolet Camaro 1LE (2016-), change the weight as follows:
"~~3600~~ *3500*"

In T1-LP, Chevrolet Camaro 1LE (2016-), change the notes as follows:
"~~53~~ 70mm flat plate restrictor required."

**T2-T4**

1. #27012 (Jim Weidenbaum) Request spare tire/wheel clarification
In T2-T4, GCR section 9.1.9.2.D.9.d.3., make changes as follows:
"*Spare tires and* ~~A~~*a*ny removable covers ~~used to cover spare tires~~, tools, bins, etc., may be removed along with attaching hardware and bracketry."

2. #27183 (Paul Messier) Clarification of On-Board Fire System for T2
Effective 01/01/2020, In T2-T4, GCR section 9.1.9.2.D.10.c., make changes 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 Category~~ *Touring 3 and Touring 4* automobiles may be equipped with a fire system meeting the specifications of GCR Section 9.3 Fire System."

**T4**

1. #27112 (Josh Smith) Research E&O Mazda MX5
In T4, Mazda MX-5 / Club Model (06-15), make changes to the notes as follows:
"The following items must remain stock OEM unmodified, unless alternate part numbers are permitted below: original wheels (06-*15* factory wheels are allowed), and transmission, differential, and LSD. Factory bolt-in roll bar/cross member may be removed to facilitate roll cage installation. MSR option permitted. Suspension package permitted with a 100 lbs. weight increase that includes the following parts: *front spring mount PT#-0000-04-5259,* front springs #0000-04-9700-08, *rear spring mount PT#-0000-04-5258,* rear springs #0000-04-9400-07, helper springs #0000-04-HLPR-EB (optional),*front sway bar kit PT#0000-04-5306-FT, rear sway bar kit PT#-0000-04-5306-RR* ~~F/R sway bar kit #GRM5-8MD16,~~ front end links #0000-04-5499, rear end links #0000-04-5498~~.~~*, offset front camber bushing PT#-0000-04-5407-NC*. Mazda Motorsports cold air intake part #0000-06-5150-KT allowed. Mazda Motorsport RX8 rear Hub Conversion kit part number 0000-04-5811-KT allowed, *RX8 front hubs PT# F189-33-04X allowed.* The SM5 suspension (only) is allowed with a 100 lbs. weight increase. Non-OEM limited slip differential allowed with +50 lbs. weight penalty. Allow Mazda header part number 0000-06-5407. Any OEM or aftermarket hardtop is permitted that retains the OEM roof silhouette, including Mazda hardtop part # ~~0000-07-5902-ND~~ 0000-07-5901-CC ~~(discontinued DG Motorsports)~~."

## COURT OF APPEALS

**JUDGEMENT OF THE COURT OF APPEALS**
**Chris Childs vs. SOM COA Ref. No. 19-05-NE**
**July 11, 2019**

**FACTS IN BRIEF**

Following the Sunday, April 28, 2019, Group 6 Majors race at Summit Point Motorsports Park, Fred Brinkel, Assistant Chief Steward, filed a Request for Action (RFA) for investigation of Chris Childs, driver of Super Touring Lite (STL) #71, and Philip DiPippo, driver of Touring 3 (T3) #94, for alleged violations of General Competition Rules (GCR) 6.11.1.A-D. The incident cited was an attempted pass by Mr. Childs that ended in a rollover accident.

The Stewards of the Meeting (SOM) Matias Bonnier, Chris Collins, Kathy McLeod, Jerry Wannarka, and Terry Hanushek (Chairman) met to hear and rule on the RFA. The SOM heard witness testimony, reviewed witness statements, and viewed video evidence.

The SOM determined Mr. Childs violated GCR 6.11.1.A. (avoid physical contact) and 6.11.1.D. (failure to complete a safe pass). The SOM imposed a two event probation penalty. The penalty resulted in two penalty points being assessed against Mr. Childs' competition license. Mr. Childs appealed the ruling of the SOM.

To support his appeal, Mr. Childs submitted recovered video footage not available during the initial SOM hearing due to damage to his video equipment sustained in the rollover accident. The Court of Appeals (COA) reviewed this video evidence and determined the SOM was the proper body to assess it in context with the evidence relied upon for the initial ruling. The case was returned to the SOM with a request to reconvene and rehear the Request for Action. All SOM members participated in the subsequent hearing and ruling. Following assessment of the new evidence, the SOM again determined Mr. Childs violated GCR 6.11.1.A. and 6.11.1.D. The SOM imposed a four event probation penalty against Mr. Childs, replacing the original penalty, and took no action against Mr. DiPippo. The penalty points assessed against Mr. Childs' competition license did not change.

Mr. Childs requested the COA continue with his appeal, review the SOM ruling, and issue an appeal ruling.

**DATES OF THE COURT**

The SCCA Court of Appeals (COA) Pat McCammon, Laurie Sheppard, and Michael West (Chairman) met on May 23 and July 11, 2019, to review, hear, and render a decision on the appeal.

**DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. Initial Appeal Letter from Chris Childs, received May 3, 2019.
2. Official Observer's Report and related documents, received May 15, 2019.
3. Recovered video evidence and two new witness statements, received May 16, 2019.
4. SOM second hearing report and ruling, received July 8, 2019.
5. Chris Childs request to continue with appeal, received June 25, 2019.
6. Chris Childs addendum to request to continue with the appeal and additional photographic evidence, received July 10, 2019.

**FINDINGS**

In his initial appeal letter, Mr. Childs argued Mr. DiPippo's deliberate actions to impede his right to make a safe pass were the cause of the incident and therefore, Mr. DiPippo should be penalized. The COA notes the SOM were provided a copy of Mr. Childs initial appeal letter and were aware of his assertion that Mr. DiPippo caused the contact at Turn 9 which resulted in Mr. Childs' rollover crash.

Mr. Childs, in his first follow up request to continue the appeal, clearly states he takes no issue with the four race event penalty imposed against him, but again states Mr. DiPippo should also be penalized. In a second follow up appeal continuation request, Mr. Childs is very specific in stating if he is penalized Mr. DiPippo should also be penalized for his actions.

The COA fully reviewed the initial ruling file and the second ruling file. The COA determined the SOM exercised due diligence in both hearings and followed all GCR requirements. The second, and controlling, ruling was based on the full body of evidence, well-reasoned, and within the rules and authorities granted in the GCR. The penalty assigned against Mr. Childs by the SOM is within the authorities granted by GCR 5.12.1.A.2-3. (Powers of the SOM). The decision by the SOM not to penalize Mr. DiPippo is also within the authorities granted by GCR 5.12.1.A.2.

In all his appeal letters Mr. Childs requests the COA assess a penalty against Mr. DiPippo since the SOM did not. GCR 8.4.5.C. states: "At no time shall the Court of Appeals act as a Chief Steward, SOM, or Review Committee." COA imposition of a penalty against Mr. DiPippo would violate this mandate. The COA respectfully declines to honor this request.

**DECISION**

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

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

## CLUB RACING BOARD

**CLUB RACING BOARD MINUTES | September 3, 2019**

The Club Racing Board met by teleconference on August 6, 2019. Participating were Peter Keane, Chairman; David Arken, Jim Goughary, John LaRue, Sam Henry, Steve Strickland and Shelly Pritchett, secretary. Also participating were: Bob Dowie, and Peter Jankovskis BoD liaisons; Deanna Flanagan, Director of Road Racing; Rick Harris, Club Racing Technical Manager and Scott Schmidt, Technical Services Assistant. The following decisions were made:

**Member Advisory**
None.

**No Action Required**
**AS**
1. #27172 (Lenny Torrence) Request suspension control arm bracket
Thank you for your letter. The committee has contacted the writer. The modifications being requested are already within the allowed modifications. We encourage you to continue to support the American Sedan class and appreciate your input.

**FA**
1. #27344 (Dave Zavelson) Request to Update the Rules for the Honda K20 Motors
Thank you for your letter. Please see the response to letter #27363 in this Fastrack's Technical Bulletin.

**GCR**
1. #27252 (Terry Hanushek) Request to accept MX-5 Cup Licenses
Thank you for your letter. Please see response in this Fastrack for letter #27251.

2. #27280 (Marshall Stocker) On track driver contact 6.11.1 feedback
Thank you for your letter in regard to our Fastrack request, the Board of Directors is convening a meeting at the Runoffs with representatives of the Road Racing community to address many of the issues you have raised.

3. #27335 (Art Jaso) On Track Behavior, It's Up to Us
Thank you for your letter in regard to your Fastrack request, the Board of Directors is convening a meeting at the Runoffs with representatives of the Road Racing community to address many of the issues you have raised.

**GT3**

1. #27327 (George Cichon) Request Rotary 12a Bridge Port Engine Fuel Induction increase
Thank you for your letter. Please see letter 27043 in the September 2019 Fastrack.

**Prod General**
1. #27307 (James Bell) Request a clarification of valve size in GCR
Thank you for your letter. The permitted valve size is listed on the spec line of every classification.

**STU**
1. #27105 (Y. Roger Maeda) Supporting letter 26908 - Rules freeze
Thank you for your letter. Please see the response to letter #26908 in this Fastrack.

2. #27161 (John Schmitt) Request non ABS modifier in STU
Thank you for your letter. The GCR already allows STU a non-ABS modifier. Please reference GCR Section 9.1.4.N.10 - Vehicles not equipped with ABS brakes may reduce their weight by 2%.

**T1**
1. #27052 (Cheyne Daggett) Request for No Changes to T1
Thank you for your letter. We will continue to monitor the class.

**T3**
1. #26794 (David Matheson) Request 2002 WRX Spec Line clarification
Thank you for your letter. Please send in new letter asking for specific items.

2. #27250 (Jim Hanrahan) Request a clarification Mazda ND.1 VS ND.2
Thank you for your letter. The ND1 and ND2 were left on the same spec line to allow ND1 cars the potential to upgrade to ND2 status.

**Not Recommended**
**AS**
1. #27187 (John Barnett) Request camshaft/valve lifter rule change
Thank you for your letter. The committee does not recommend a cam /lifter change at this time. The committee recognizes the changes in oil additives has reduced the zinc content in many oil products but feel the introduction of a roller tappet lifter would be too advantageous due to increased ramp rates and duration increases with the same maximum lift restriction. The committee is considering alternatives to increase the reliability while reducing the cost of the powertrains in the cars. We encourage you to continue to support the American Sedan class and appreciate your input.

**B-Spec**
1. #26749 (Brad Davis) Request BOP adjustment
Thank you for your letter. The Club Racing Board will continue to monitor the class.

2. #27191 (Rob Piekarczyk) Request weight reduction for the 09-12 Honda Fit
Thank you for your letter. The Club Racing Board will continue to monitor the class.

3. #27193 (Rob Piekarczyk) Request to add cold air intake for 09-12 Honda Fit
Thank you for your letter. This is not recommended at this time.

**F5**
1. #27358 (Calvin Stewart) Please Apply the Weight Change after the Runoffs
Thank you for your letter. The Club Racing Board does not recommend changing the implementation date because this adjustment does not represent a significant change for most cars.

2. #27420 (Jason Martin) Request to Increase Wheelbase for F5
Thank you for your letter. The Club Racing Board does not recommend this change because it would effectively require competitors to lengthen the wheelbase of all existing cars.

**EP**
1. #27315 (Bowie Gray) Request to allow ABS
Thank you for your letter. The requested allowance is not recommended at this time.

**HP**
1. #27285 (Jason Isley) Request to correct Yaris weight
Thank you for your letter. Several factors and seasons of results went into the decision to adjust the Yaris, not just the results of the 2018 Runoffs. The primary factor was a sizable accumulated collection of on-vehicle data from a variety of HP vehicles. A review of data showed the Yaris was strong in every performance category, which ultimately led to the adjustment being made. The PAC is committed to continually use all of the tools at its disposable to seek better parity across all of the Prod classes, which includes how the Yaris performs at its new weight spec.

**STU**
1. #26908 (Mark Liller) Request a Rule Freeze
Thank you for your letter. The STAC does not anticipate any major STU changes in 2020.

2. #27389 (Juan Catala) Request for Headlights Covers with Openings for Air Ducts
Thank you for your letter. The STAC does not recommend this change at this time.

**T1**
1. #26978 (James Bell) Engine restrictions
Thank you for your letter. This engine is not a replacement for the cobrajet and is not legal in Touring.

**T2**

1. #26843 (Drew Cattell) Request to allow 3.91 Final Drive Ratio to T2 Cadillac CTS-V

Thank you for your letter. This was declined by the TAC since the requested ratio wasn't OE in the car. This is outside the class philosophy.

2. #26844 (Drew Cattell) Request to allow up to 1200 lb/in springs on T2 Cadillac CTS-V
Thank you for your letter. We would like to collect data on this car before making a change. Please come out and race it.

3. #27262 (Joe Aquilante) Request to reduce C5 weight from 3525 to 3400
Thank you for your letter. Please resubmit after Runoffs.

4. #27378 (Harley Kaplan) Request for Wing Parity
Thank you for your letter. The wings have been considered when establishing the current BOP, and removing them would negatively affect BOP. We will continue to monitor the class.

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

**B-Spec**
None.

**F5**
1. #27397 (Scott Thorp) Allow External Jetting Devices on F500 Carbureted Engines
In F500, GCR section 9.1.1.D.14.A, add the following:
"Carburetors: The induction system is restricted to two (2) 38mm Mikuni VM 38 round slide carburetors (except AMW). No modifications are permitted to the carburetor bodies. The use of any jets or jet needles is permitted. *External carburetor jetting devices such as Mikuni Power Jet, Thunder PowerJet, Dial-A-Jet, IntelAJet, or other similar devices may be used, provided they are plumbed to the float bowl and body of the carburetor for which they are installed. Cockpit adjustment of external jetting devices is prohibited.*"

**T1**
1. #26970 (Tim Myers) Request alternative to glass and E/O allowance for the FP350S
In T1-LP, Ford Mustang FP350S (2017), add to notes as follows:

"Serial number 1-50 cars as delivered. Additional permitted allowances: DOT tires required. Other consumables are open, alternate driveshaft permitted, aftermarket wheels and fuel cell per Touring

category rules permitted. 60mm flat plate restrictor. *Lexan/poly windshield allowed +25 lbs.* No other modifications permitted."

2. #27269 (Hugh Stewart) Request JE Pistons for BMW E46 M3
In T1 BMW E46 M3, change Engine Notes as follows:
"Dinan supercharger kit part #D860-3101C / With R865-3120 pulley required. *JE Pistons # 297120 permitted.*"

**Taken Care Of**
**T1**
1. #26932 (Steve Kohli) Steve Kohli/Gt3 Honda Accord
Thank you for your letter. The member has re-joined GT3.

**T3**
1. #26601 (Travis Washay) Request for my 2015 VW GTI TCA world challenge race car in T3
Thank you for your letter. Member is not running the car as a world challenge car.

**What Do You Think**
None.

**RESUMES**
1. #27110 (Cheyne Daggett) Resume submission for the TAC
Thank you for your resume. It will be kept on file.

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

## TECHNICAL BULLETIN

DATE: September 20, 2019
NUMBER: TB 19-10
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers

SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective All changes are effective 10/1/2019. 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. #27140 (Dave Mead) Request to add SMG to 9.1.6.B.1 AS Intent
In AS, Spec Mustang (SMG), add as follows:
"Spec Mustang (SMG)
*Restricted Prep*"

**B-Spec**
1. #27224 (David Oliveira) Request for Corrections to 9.1.10 E Item #27 D and E
In GCR section 9.1.10.E.27, add as follows:
"*F . The Mazda 2, Fiat 500, 2007-10 Mini Cooper all may remove the primary cat/exhaust manifold to install their approved header. All oxygen sensors must be maintained. The original heat shields or heat wrap may be used to insulate the replacement header from objects they come close to.*"

2. #27388 (B-Spec Committee) Remove wording in the B-spec rules
In GCR section 9.1.10.B, make changes as follows:
"Only those cars listed *on spec lines* ~~each year~~ are eligible to compete. Cars classified will be approved by EPA and DOT for sale in the United States and by Environment Canada for sale in Canada. They shall be models available to the general public for purchase. ~~Cars will be eligible for competition from the time they are classified until the end of the twelfth calendar year of competition of the latest model year listed on the specification line.~~ Additions and deletions of automobiles shall be at the discretion of the SCCA®. The vehicle identification number (VIN) shall correspond with the model automobile classified. At least one VIN plate or stamping shall remain in place on the dashboard or chassis that corresponds with the model automobile classified."

3. #27491 (B-Spec Committee) Request to add 2013 Honda Fit model year
In B-Spec, Honda Fit (09-12), add year as follows:
"(09-~~12~~ *13*)"

**Formula/Sports Racing**
**F**
1. #27400 (Formula/Sports Racing Committee) Fuel section E&O
In Permitted Fuel, GCR section 9.3.25.A, add the following:
"*The use of nitrous oxide and/or propylene oxide is prohibited.* The use of any substance in the following table in excess of the stated limit is prohibited either in fuel or otherwise introduced into the engine."

**FA**
1. #27363 (Dave Zavelson) Follow up to Letter #27344 on Honda Powered FA Rules
In FA, GCR section 9.1.1.A.2, remove the following section in its entirety:
c. Honda Civic (K20Z3) Base Engine

In FA, GCR section 9.1.1.A.2, remove the following section in its entirety:
d. Honda Civic (K20Z3) Uprated Engine

In FA, GCR section 9.1.1.A.2, remove the following section in its entirety:
e. Honda Civic (K20Z3) Engine for Swift 016 only

In FA, Table 1, remove Spec Lines K and L in their entirety and re-letter the following lines accordingly.

In FA, Table 2, add a spec line as follows:

| Table 2 | | | | | | |
|---|---|---|---|---|---|---|
| **Car** | **Engine** | **Wheel Width (in) ± .060** | **Aero** | **Transmission** | **Weight** | **Notes** |
| *Swift 014 and 016 chassis only* | *Honda Civic K20Z3* | *(F) 10 (R) 14 Min. & 15 Max.* | *See FA rules* | *5 speed sequential* | *1350* | *Block must be OE Honda Civic K20Z3 2.0 liter PN 11000-RRB-810, maximum bore 86.070mm (3.3886"). Crankshaft must be OE Honda Civic PN 13310-PRB-A00, maximum stroke 86.1mm (3.390"), unmodified main and rod journals, minimum weight 37.5 lbs. Connecting rods must be OE Honda Civic PN 13320-PRB-A01, maximum center-to-center rod length 138.95mm (5.470"), minimum weight with fasteners 580g. Maximum compression ratio 12.7:1 +/- 0.2. Pistons, rings, pins, and circlips must be HPD-supplied kit PN 13100-FC4Y-A000, piston minimum weight 325g, wrist pin minimum* |

| | | | | | | |
|---|---|---|---|---|---|---|
| | | | | | | *weight 101g. Head must be OE Honda Civic K20Z3 2.0 liter PN 12100-RBC-000, ports must be as cast beginning 1.00" into ports. Valves must be OE Honda Civic K20Z3 2.0 liter PN 14711-PRB-A01 with minimum stem diameter 5.445mm and maximum head diameter 35.15mm (intake), PN 14721-PRB-A00 with minimum stem diameter 5.420mm and maximum head diameter 30.15mm (exhaust). Valve springs must be HPD-supplied kit PN 14700-FC4YA000. Camshafts must be OE Honda PN 14100-FC4Y-A000 (intake and exhaust set). Maximum intake valve lift measured at retainer PRI (front) 8.50mm, MID 13.50mm, SEC (rear) 9.50mm, maximum exhaust valve lift measured at retainer PRI (front) 8.00mm, MID 12.20mm, SEC (rear) 8.00mm. Maximum intake valve duration above 1mm measured at retainer PRI (front) 202 degrees, MID 262 degrees, SEC (rear) 210 degrees, maximum exhaust valve duration above 1mm measured at retainer PRI (front) 202 degrees, MID 250 degrees, SEC (rear) 202 degrees. Intake manifold and throttle body assembly must be used as delivered from HPD, ports must be as cast beginning 1.00" into ports. Fuel injectors must be OE Honda Civic K20Z3 2.0 liter PN 16450-RBB-003, fuel rail must be OE Honda Civic K20Z3 2.0 liter PN 16220-RAA-A01. Exhaust header must be used as delivered from HPD. Collector must be 4-into-1 design. The CRB reserves the right to implement a requirement that engines be submitted for dyno testing and sealing at any time. If implemented, engine performance will be compared to known specimens. Engines will be denied a seal if they test above 102% of the standard power and torque curve and will be ineligible for competition until power is corrected and the engine is sealed. The participant will be responsible for all costs of dyno testing and delivery. This provision is included to dissuade the competitors from exploiting the rules and expending funds to maximize performance of a budget minded engine option.* |

**FE**
1. #27365 (Robey Clark) FE Wet Tire E&O
In FE, GCR section 9.1.1.I.13, change as follows:
"**WET**
Hoosier
Front: P/N: 44195 W3, 22.0 X 7.5-13
or P/N: 44196 W3, 22.0 X ~~7.5~~ *8.0*-13
Rear: P/N: 44217 W3, 22.0 X 9.0-13"

**FV**
1. #27398 (Formula/Sports Racing Committee) Allowed Modifications E&O
In FV, GCR section 9.1.1.C.5.D.1, make changes as follows:
"Replacement of standard exhaust system with any exhaust system, provided that the closest part of the opening from which exhaust gases exit is ~~no closer than~~*an absolute minimum of* one (1) inch behind the rearmost part of the body and the farthest part of the opening is ~~no farther than~~*an absolute maximum of* four (4) inches behind the rearmost part of the body."

**P2**
1. #27414 (Formula/Sports Racing Committee) Update Engine Table Line E notes
In the P2 Engine Table, Line E, change the notes as follows:
"Group CN non-composite chassis with stock Honda K20A-FD2 must use stock Honda intake manifold with 64mm single throttle body with 55mm flat plate intake restrictor at 1500 lbs. minimum weight ~~(restrictor implementation effective 3/1/2019)~~."

**GCR**
1. #27298 (GCR Committee) Sound Meter Cable Certification
In GCR section 5.7.1.G., make changes to Sound Control as follows:
"G. Ensure that yearly certification of the equipment (meter, ~~cables,~~ microphone, and field calibrator) has been performed by the manufacturer or a certified laboratory."

2. #27312 (SCCA Staff) Request to add B-Spec to 9.3.40
In GCR section 9.3.40., make changes as follows:
"The installation of scattershields or explosion-proof bell housings shall be required on all cars (except Spec Miata, Touring, *B-Spec* and Improved Touring) where the failure of the clutch or flywheel could create a hazard to the driver."

**Grand Touring**
None.

**Improved Touring**
None.

**Production**
None.

**Spec Miata**
None.

**Super Touring**
**STL**
1. #27399 (Josh Smith) Request to Classify Spec MX-5 Challenge in STL
In STL, classify the Mazda Spec MX5 Challenge as follows:

| STL | Maximum Displacement | Minimum Weight | Notes |
|---|---|---|---|
| *Mazda Spec MX5 Challenge*<br><br>*(Effective 01/01/2020)* | *2000* | *2500* | *Mazda MX5 Challenge car must utilize the following components: Roush CNC cylinder head 0000-01-5300,Mahle standard or +0.005 0000-01-5310, OEM camshaft, 11:1 compression ratio, header 0000-06-5407-NC, exhaust 0000-06-5427-NC, cold air intake 0000-06-5150-KT, ECU flash 0000-01-5379, Pagid front brake pads 0000-03-5104-SP or endurance pads 0000-03-5104-EN, Pagid rear brake pads 0000-03-5114-SP or endurance pads 0000-03-5114-EN, Penske front shock 0000-04-5291-SA, Penske rear shock 0000-04-5292-SA, Penske rear mount kit 0000-04-5358, Front mount kit 0000-04-5359, Front offset bushing 0000-04-5407-NC, Eibach front springs 0000-04-9700-08, Eibach rear springs 0000-04-9400-07, Eibach helper springs 0000-04-9926, Eibach front sway bar 0000-04-5306-FT, Eibach rear sway bar 0000-04-5306-RR, Interior finish panels 0000-07-5822, C&R radiator/oil cooler assembly 0000-01-5504-CR, Oil cooler adapter and lines 0000-01-5511-KT, ACT clutch 0000-02-5004-G6, wheels 17x8 #TBD and Toyo 235-40-17. No other Super Touring modifications or allowances permitted except as noted in this spec line.* |

**Touring**
**T3**
1. #27155 (Tyler Quance) Request Mazda NC MX-5 alternate transmission gear ratios
In T3, Mazda MX-5 NC (06-15), add as follows:
"3.82, 2.26, 1.64, 1.18, 1.00, 0.83
or
3.82, 2.26, 1.64, 1.18, 1.00, 0.79
or
*3.14, 1.89, 1.33, 1.00, 0.81 (5 spd)*"

## COURT OF APPEALS

None to report.

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

## CLUB RACING BOARD

CLUB RACING BOARD MINUTES | November 5, 2019
The Club Racing Board met by teleconference on November 5, 2019. Participating were Peter Keane, Chairman; David Arken, Paula Hawthorne, Sam Henry, Steve Strickland and Shelly Pritchett, secretary. Also participating were: Bob Dowie, Marcus Merideth, and Peter Jankovskis BoD liaisons; Eric Prill, Chief Operations Officer, Deanna Flanagan, Director of Road Racing; Rick Harris, Club Racing Technical Manager and Scott Schmidt, Technical Services Assistant. The following decisions were made:

**Member Advisory**
None.

**No Action Required**
**F5**
1. #27737 (Chuck McAbee) Performance of 4-Stroke and 2-Stroke in F500
Thank you for your letter. Please see the response to letter #27515 in this Fastrack.

**FF**
1. #27444 (John Whiteman) Request to Adopt Honda Racing HPD Low Cost ECU
Thank you for your letter. Please see the response to letter #27563 in this Fastrack's Technical Bulletin.

**P1**
1. #27649 (Greg Bell) Request for Weight Reduction Consideration for P1 - 1000cc Engine
Thank you for your letter. Please see the response to letter #27596 in this Fastrack.

**P2**
1. #27696 (Thomas Kaufman) P2 Rules Considerations
Thank you for your letter. The Club Racing Board appreciates your comments. Please see the response to letter #27650 in this Fastrack.

**Prod General**
1. #27436 (Comptune/Mike Miller) Changes for DT L1/L2 Engine Builds Due to Re-Write Omissions
Thank you for your letter. The suggested added wording/allowance is already covered/allowed under rules 9.1.5.E.1.a.1 and 9.1.5.E.2.a.1.

**T3**
1. #27552 (Jim Hanrahan) MX-5 ND1 vs ND2
Thank you for your letter. The ND1 and ND2 Global MX5 Cup cars as classified in T3 must meet all MX5 Global Cup rules. It is permitted to update an ND1 Global MX5 car to the ND2 specifications. No other modifications can be made other than as identified on the spec line.

**Not Recommended**

**F5**

1. #27515 (Jay Novak) Request to remove motorcycle-powered cars from the class
Thank you for your letter. This change is not recommended. The Club Racing Board recently added 25 lbs. to the 4-stroke cars and recommended allowing the 2-stroke cars to use external jetting devices; the latter has not yet been seen in competition and time needs to be afforded these changes to determine if they will be effective in increasing 2-stroke participation. In addition, the F500 class participation numbers show that the 4-stroke cars could not meet a 4.0 participation average as a separate class, and there is no basis for concluding that the 2-stroke cars could meet a 4.0 participation average if the 4-stroke cars were removed from the class. The Club Racing Board will continue to monitor class performance and will make appropriate adjustments as necessary.

2. #27664 (S. Jay Novak) F500 in Trouble!
Thank you for your letter. The Club Racing Board does not recommend these changes. The Formula/Sports Racing Committee capably advises the Club Racing Board on matters relating to the F500 class and there is no plan to create an F500 ad hoc committee. The Club Racing Board will continue to monitor class performance and will make appropriate, data-based adjustments as necessary.

**P1**

1. #27596 (Keith Carter) Weight Reduction Request for 1000cc Cars
Thank you for your letter. The Club Racing Board does not recommend this change. Although Balance of Performance (BoP) adjustments are used to allow different platforms to race together in the same class, the criterion for a BoP adjustment is limited to a car's rate of acceleration in a speed range before aerodynamic drag has a significant effect -- typically between 60 and 100 mph. BoP adjustments are not used to equalize lap time performance or ensure overall competitiveness, and the Club Racing Board does not adjust minimum weight or power to allow for differing aerodynamic configurations, brake systems, or chassis setups. Data obtained during the National Championship Runoffs shows that the 1000cc car's rate of acceleration was fully in line with and not at any disadvantage to the other platforms' performance, so an adjustment to the car's minimum weight is not warranted.

2. #27639 (Jim Devenport) Request P1 BOP Comments and Line F Proposed Changes
Thank you for your letter. The Club Racing Board does not recommend these changes. Although Balance of Performance (BoP) adjustments are used to allow different platforms to race together in the same class, the criterion for a BoP adjustment is limited to a car's rate of acceleration in a speed range before aerodynamic drag has a significant effect -- typically between 60 and 100 mph. BoP adjustments are not used to equalize lap time performance or ensure overall competitiveness, and the Club Racing Board does not adjust minimum weight or power to allow for differing aerodynamic configurations, brake systems, or chassis setups. Data obtained during the National Championship Runoffs shows that the CN car's rate of acceleration was fully in line with and not at any disadvantage to the other platforms' performance, so adjustments to the car's minimum weight and power are not warranted.

3. #27736 (Jim Downing) Rotary Engine Specs in P1
Thank you for your letter. The Club Racing Board does not recommend this change. Although Balance of Performance (BoP) adjustments are used to allow different platforms to race together in the same class, the criterion for a BoP adjustment is limited to a car's rate of acceleration in a speed range before aerodynamic drag has a significant effect -- typically between 60 and 100 mph. BoP adjustments are not used to equalize lap time performance, ensure overall competitiveness, or boost class entries. Data obtained during the 2019 U.S. Majors Tour event at Virginia International Raceway showed that the Mazda rotary-powered car's rate of acceleration was fully in line with and not at any disadvantage to the other platforms' performance, so the removal of the car's inlet restrictor is not warranted.

**P2**
1. #27650 (Craig Farr) Non-Competitiveness of the Stock 1L Engines in P2
Thank you for your letter. The Club Racing Board does not recommend this change. A review of the available P2 Stock 1L motorcycle engine data supports the restrictor size at the current minimum weight. The CRB will continue to monitor the class to collect data from current competitive Stock 1L motorcycle engined cars running at or near the minimum weight for the restrictor size.

**ITB**
1. #27645 (Andrew Ortiz) Engine Options for 1995 Civic
Thank you for your letter. JDM Engine swaps are not consistent with class philosophy. Engines must be sourced from US domestic vehicles.

**FP**
1. #27174 (John Mark Gray) Request 1967 Lotus Elan S3
Thank you for your letter. The letter writer's vehicle is prepped to the 1972 CP rules, which is beyond the limitations of today's Production Category "Drivetrain Level 2" rules. In order for it to compete in Prod, a new Full-Prep (Level 1) classification would need to be made, and unfortunately that is not the current commitment of the Production Category, as expressed in 9.1.5.A. A Limited-Prep (Level 2) classification of this car could be considered, if requested, like the current FP Limited Prep Lotus Europa DOHC classification.

**HP**
1. #27410 (Mike Ogren) Please Allow Alternate Rear Axle Housing for RWD Toyota Corolla
Thank you for your letter. Not recommended as written. To be considered, valid reasoning and supporting evidence would need to be presented as to why the original OEM stock piece is unavailable and/or impossible to find, or is inadequate for racing purposes. Recommended alternate components would need to be presented, and why it/they would solve these problems.

**SM**
1. #27415 (Charles Caikoski) CR Question: SM Body/Structure - Passenger Seat
Thank you for your letter. The rule is adequate as written. The rule is there for multiple reasons and allowing a competitor to get out of the vehicle in a hurry in the event of fire is one of those reasons. Having the passenger side of the vehicle open (no seat) could help the competitor get out through the

passenger side of the car quicker if the driver's side is inoperable as well as limiting the number of things that can burn/smoke inside the car.

2. #27591 (Marc Cefalo) Request for Billet Rear Hubs.
Thank you for your letter. This change is not recommended but will continue to monitor.

**Recommended Items**

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

**F**

1. #27793 (Club Racing Board) Formula X Rule Set
In GCR, section 9.1.1., create new Formula X Rule Set as follows:

"***Formula X (FX)***

*A. Purpose and Philosophy - The Formula X class is intended for winged, open-wheel formula cars of modest power and performance (sub FB/F1000/FA). The class is to include cars which a) are built in significant numbers, but not sufficient enough to populate their own class; and b) may not be constructed to existing class formulas within the GCR. The class may also include cars which have been built to a recognized SCCA formula but are not running insufficient numbers to warrant their own class. The class is not intended for unique one-off or prototype open wheel cars which are not widely available; those should be classed in FS. Power, size and weight of cars which are proposed for classification will be considered together with their respective performance. It is recognized at the inception that parity among the various cars that are eligible, or which may be classed, may not exist or be achieved by reasonable means. No car shall be considered for classification until all specifications of the chassis/tub, aero devices and wings, suspension, brakes, body, engine, ECU and all associated components have been submitted to SCCA. The party seeking classification shall be responsible for supplying, at their expense, all necessary technical specifications for the car along with evidence of performance as may be required by the appropriate committees and boards. The petitioning party shall further provide, at their expense, all necessary software, cabling and other peripheral devices required for inspection of electronics and measurement of unique engine and vehicle attributes. Cars classified in Formula X may, at the discretion of SCCA, be subjected to periodic adjustments in performance by and through various means including, but not limited to weight and intake restriction. Cars may be de-classified at any time by SCCA.*

*B. Eligibility - the following cars are approved for competition within Formula X:*

1. ***Formula Mazda** – Shall comply with GCR 9.1.1.E (2019)*
2. ***Formula 4** – Shall comply with FIA Formula 4 Technical Regulations (2015)*
3. ***USF2000** (tube frame) – Shall comply with FRP F2000 Technical Specifications (2018)*

*C. Engines – Engines which have been sealed from the manufacturer or builder are subject to full inspection by SCCA stewards and/or technical staff. The competitor shall be responsible for all costs associated with reassembly and re-sealing of the engine.*

*D. Electronics – Each competitor shall have available the necessary cabling to permit inspection of ECU's and required data acquisition devices. Competitors shall make all collected data available to SCCA upon request at the end of a session or at other reasonable times*

*E. Fuel – Shall be compliant with 9.3.25 and other applicable supplemental rules as may be published by SCCA from time to time.*

*F. Non-Metallic Chassis Construction – Cars which are proposed for classification which feature non-metallic chassis construction must comply with 9.3.35. Certifications must be on file with the SCCA Technical Services Department in advance of the car being classified.*

*G. Restraint Harness – Driver safety harnesses must comply with 9.3.18.*

*H. Fire Suppression Systems - Fire suppression systems must comply with 9.3.22.*

*I. Roll Hoop – Rollover hoops must comply with 9.4.5 unless they are otherwise FIA approved and are clearly designated as such. Certifications for alternative roll hoop designs must be on file with the SCCA Technical Services Department in advance of the car being classified.*

*J. ID Markings - Cars must bear identification and safety markings as provided in 9.3.28 and 9.3.33.*"

**GCR**

1. #27273 (Greg Amy) Request to clarify windshield clips, OE glass-bonded windshields
In GCR Section 9.3.55, add wording as follows:
"Windshield safety clips and rear window safety straps are required on all closed cars, except on American Sedan, B-Spec, Spec Miata, Touring, Improved Touring, and Super Touring, where they are optional. Alternatively, no clips or straps are required if polycarbonate windshields and rear windows are securely bolted to the frame. *No clips or straps are required if bonded-glass factory windshields and/or rear windows are attached to chassis per original specifications (i.e., glass-bonding adhesive).*"

2. #27498 (SCCA Staff) GCR Update Section 3.5 Insurance & App B.1.5.3 Post-event Rep
In GCR section 3.5. INSURANCE, make changes as follows:
"SCCA race/event insurance policies, procedures, and coverages are found in AppB.2. ~~and the Insurance Handbook.~~ *on the SCCA website.*"

In GCR Appendix B.1.5.3 Post-Event Reporting, make changes as follows:
"The organizer is responsible ~~to submit~~*for submitting* all SCCA required audits and appropriate fees to the National Office within the time limits, as specified in AppB.1.6 and the SCCA Insurance Handbook~~.~~ *on the sanction application and audit form.*"

3. #27499 (SCCA Staff) GCR Update Section 1.4.1 Required Contents of Supplemental Regs
In Appendix B, GCR section 1.4.1.B, make changes as follows:
"~~The sanction number and type of sanction.~~*Supplemental Regulations must be updated with the sanction number and sanction type immediately following the issuance of the sanction number.*"

4. #27500 (SCCA Staff) GCR Update Section 3.1.5 Practice Days
In GCR section 3.1.5. Practice Days, make changes and re letter as follows:
"~~A. A Practice Day sanction is valid for 1 day.~~
~~B~~*A*. Each driver is an SCCA member holding an SCCA Full Competition License, SCCA Pro License, Vintage License or an SCCA Novice Permit showing Drivers' School requirements signed off as provided in AppC.2.7.D and F, or an SCCA approved license. A Novice Permit holder who is participating in an ~~Alternate~~*Alternative* Drivers' School may participate in SCCA ~~p~~*P*ractice ~~d~~*D*ays in accordance with the provisions of AppC.2.7.E.3.
~~C~~*B*. 9.1 identifies the classes of cars eligible to compete in Practice Days.
~~D~~*C*. Officials meet the requirements of 5.1.3.
~~E~~*D*. At a minimum, a Race Director or Chief Steward and Assistant Chief Steward – Safety are required.
~~F~~*E*. Unless required by the track, or local authorities or ordinances, Sound Control is not in effect.
~~G~~*F*. Staffing and equipment meet the requirements of 5.4. and 5.5.
~~H~~*G*. Formula cars may be combined with Sports Racing cars but may not be combined with other categories.
~~I~~*H*. A maximum of 25 cars per mile may be on the course simultaneously, with no exception."

5. #27501 (SCCA Staff) GCR Update 3.1.3. Drivers' Schools
In GCR section 3.1.3 Drivers Schools, delete as follows:
"C. Alternative Drivers' Schools may be offered to permit novice drivers with prior racing, ~~PDX,~~ TimeTrials, Solo and coaching experience to complete their school requirements."

6. #27502 (SCCA Staff) GCR Update AppB 1.6 - Race Event Fees
In APPENDIX B, 1.6 RACE EVENT FEES, make changes as follows:
"A. ~~Sanction Fee~~*Post-Event Audit*
*Upon the conclusion of Regional race events, a post-event audit form must be submitted to the SCCA National Office within 14 days following the event. Audit forms and fee schedule are available from the SCCA National Office and can be found on the SCCA website*

B. ~~Late~~ Sanction Fee
~~A late fee of 50 percent of the sanction fee shall be charged on all sanctions postmarked after the applicable deadline, unless prior arrangements have been made and approved by the National Office Sanction Administrator.~~ The *appropriate* sanction fee*s* for a Regional *race* event listed on the

~~sanction application~~*audit form and the fee schedule* must be paid within ~~14~~*28* days of the completion of the event *or late fees may apply*.

C. ~~Sanction Fee Refunds~~ *Insurance Fee*
~~There shall be no refunds of Sanction fees unless notice of cancellation is received by the National Office at least 15 days prior to the event.~~ *The appropriate insurance fees for a Regional race event listed on the audit form and the fee schedule must be paid within 28 days of the completion of the event or late fees may apply.*

D. Compliance Surcharge
Upon the conclusion of Regional race events, a surcharge for each Spec Racer and Formula Enterprises car that turned a wheel on the course *must be paid within 28 days of the completion of the event.* ~~must be submitted to the SCCA National Office.~~

E. Volunteer Fee
~~Upon the conclusion of Regional race events, a~~*A* Volunteer Incentive Fee*, as listed on the audit form and the fee schedule, must be paid within 28 days of the completion of the event*~~must be submitted to the SCCA National Office~~ to support the SCCA volunteer incentive and rewards program. ~~The fee schedule is available from the SCCA National Office, or on the SCCA website.~~

~~F. Insurance Fee~~
~~The appropriate premium for Regional race events must be sent to the SCCA for mandatory event insurance coverage within 14 days of the completion of the event. The fee schedule is available from the SCCA National Office, or on the SCCA website.~~
~~G~~*F*. U.S. Majors Tour Assessment
For all U.S. Majors Tour Events, a "per entry" fee will be assessed and must be paid within 14 days of the event. No further sanctions will be issued to a region until this has been paid. This fee includes the following components:

1. Sanction fee

2. Compliance Surcharge

3. Insurance ~~Assessment~~*Fees*- The fee schedule is available from the SCCA National Office, or on the SCCA website.

4. Volunteer Incentive Fee - The fee schedule is available from the SCCA National Office, or on the SCCA website.

5. U.S. Majors Tour Assessment"

7. #27503 (SCCA Staff) GCR Update AppB 1.3.1 - Applying for an SCCA Sanction
In GCR Appendix B, 1.3.1 Applying for an SCCA Sanction, make changes and re-letter as follows:

"~~B. Appropriate sanction fee to be paid within 14 days of the completion of the event with the event insurance audit.~~"

8. #27744 (Jim Rogaski) SOM COA New First Court
In GCR Section 8.4.5.A.2., add the following:
"The Court may order a rehearing by the original SOM*, or if warranted, request the Chairman of the Stewards Program to appoint a new SOM made up of Executive Stewards and a driver representative from outside the division the appeal originated from to rehear the original action*."

**GT2**
1. #27373 (Gordon Kinney) GT2 Automatic Transmissions
In GT2 GCR section 9.1.2.F.3, add new section as follows:
"*7. Automatic Transmissions (10 forward speeds max.) are allowed in GT2 with a 100# weight penalty.*"

**SR General**
1. #27794 (Club Racing Board) Prototype X Rule Set
In Sports Racing, GCR section 9.1.8., create new Prototype X Rule Set and re-letter as follows:
"*E. PROTOTYPE X (PX) CLASSIFICATION*

***A. Purpose and Philosophy***

*The intent of the PX category is to allow competition of prototype vehicles that compete in road racing in the United States.*

*The PX class may be subject to periodic balance of performance (BOP) changes. Weights may be adjusted, or cars may be subject to changes in intake restrictors and other areas to meet professional series changes. Cars may be required to carry data acquisition equipment for review of performance. Participants shall make available to SCCA all collected data as may be requested from time to time.*

***B. Eligibility***

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

- *Daytona Prototype Gen #1 (2003-2007):*
- *Daytona Prototype Gen #2 (2008-2011):*
- *Daytona Prototype Gen #3 (2012-2016):*
- *Daytona Prototype International (2017-Present):*
- IMSA GTP (1981-1995)
- IMSA Camel Light (1985-1993)
- *Le Mans Prototype 1 (1999-2013)*
- *Le Mans Prototype 2 (1999-Present)*
- *Le Mans Prototype 3 (2017-Present)*
- *Le Mans Prototype Challenge (2009-2018)*
- World Sports Car (1994-1998)

- *Other like vehicles as submitted to the CRB for classification on a case by case basis*

***C. Bodywork***

*1. Standard bodywork must comply with their associated specifications,*

***D. Aerodynamic Devices***

*1. Aerodynamic devices must comply with their associated specifications.*

***E. Interiors***

*1. Interiors must comply with their associated specifications.*

***F. Chassis***

*1. All chassis must comply with their associated specifications.*

***G. Engine***

*1. Engines specifications are open.*

***H. Fueling, Piping and Fuel Tanks***

*1. Fueling, piping and fuel tanks must comply with their associated specifications.*

***I. Exhaust System***

*1. Exhaust systems must comply with their associated specifications.*

***J. Electrical***

*1. Electrical systems specifications are open.*

***K. Drivetrain***

*1. Drivetrains specifications are open.*

***N. Suspension and Steering***

*1. Suspension and steering must comply with their associated specifications.*

***O. Brakes***

*1. Brakes specifications are open.*

***P. Tires and Wheels***

*1. Tires must conform to 9.3. Tires.*
*2. Wheels must comply with their associated specifications."*

**STU**

1. #27733 (SCCA Staff) STU DI turbocharged engine changes
In STU, GCR section 9.1.4.1.H., add DI section and renumber as follows:
"*7. All Direct Injected Turbocharged engines will be limited in preparation. DI Turbo engines must use OEM compression ratios, OEM camshaft lift, and may not port the cylinder head.*"

**T2-T4**

1. #26359 (Touring Committee) Weight adder for pro cages in touring
In GCR section 9.4.E.1, add new section as follows:
"Improved Touring, Spec Miata, B-Spec, T2, T3 and T4 classes –The roll cage must attach to the vehicle structure within the passenger compartment in a minimum of 6 points and a maximum of 8 points, maximum of 12 points for T2, as specified in these rules. *T2 and T3 only - Up to an additional 6 mounting points may be utilized with a 100# penalty. These include, but are not limited to, A-Pillar, B-Pillar, Roof, Rocker, but may not extend past the fire wall.* Roll cage may not pass through any structural member, including the firewall, except Miata."

2. #27391 (Harley Kaplan) Brake Ducting
In T2, BMW E92 M3 (08-14), add to notes as follows:
"*OEM brake ducts may be used in the factory configuration and may serve no other purpose than the factory intent.*"

3. #27440 (Ben Slechta) 350Z Control Arm Part Number Change
In T2, Nissan 350Z Track/ Touring/ Standard/ Nismo Spec Z (03-08), add to notes as follows:
"*72125 and 72123 are* allowed."

In T3, Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08), add to notes as follows:
"*72125 and 72123 are* allowed."

In T3, Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08) Spec Z, add to notes as follows:
"*72125 and 72123 are* allowed."

In T3, Nissan 370Z (09-16) /370Z NISMO Edition (09-13), add to notes as follows:
"*72125 and 72123 are* allowed."

4. #27606 (Raymond Blethen) Request to Classify all Mazda RX8 Models in T3/T4
In T3, change Spec Lines as follows:
"Mazda RX-8 Base/R3*/Sport/GT* (04-12)"

In T3, change Spec Lines as follows:
"Mazda RX-8 Base/R3*/Sport/GT* (04-12)"

5. #27607 (Raymond Blethen) Request for Jack points
In T2-T4, GCR section 9.1.9.2.D.8.a.6, add the following:
"Air jacks are permitted, but no air source may be carried on board. Installation of such may not reinforce the chassis or add another attachment point to the roll cage structure. *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.*"

**T4**
1. #27329 (David Mead) Request to Allow Brake Upgrade on T4 Mustang
In T4, Ford Mustang V6 (05-10), add to notes as follows:
" *Ford brake kit M-2300-D allowed.*"

2. #27659 (Derrick Ambrose) Request for 2014-2018 Mazda 3 GT Brakes
In T4, Mazda3 (14-18), add to notes as follows:
" *RH Caliper GHY9-33-99Z, LH Caliper GHY9-33-98Z, Rotor GHR1-33-251A allowed.*"

3. #27763 (Ron Munnerlyn) Request to allow aftermarket OEM coolant expansion tank
In T4, GCR section 9.1.9.2.D.3.a.2., add the following:
" No new openings created by fitting an alternate radiator may be used to duct air to the engine. *Any expansion tank permitted as long as it serves no other purpose.*"

4. #27764 (Ron Munnerlyn) Request to allow aftermarket OEM power steering reservoir
In T4, Mazda MX-5 / Club Model (06-15) add to notes as follows:
"*Aftermarket power steering reservoir is allowed.*"

5. #27831 (Nick Leverone) Request for Factory Installed Wings on Subaru BRZ
In T4, change Spec Lines as follows:
"Subaru BRZ*, BRZ Limited* (13-16)"

In T4, change Spec Lines as follows:
"Scion FR-S*, 10 series* (13-16)"

**<u>Taken Care Of</u>**
**T2-T4**
1. #26312 (Touring Committee) Allow touring 2 and super touring cages in touring
Thank you for your letter. Please see the response to letter #26359 in the current Fastrack.

2. #26789 (Lansing Stout) Request FIA cert and Touring cage rules clarification
Thank you for your letter. Please see the response to letter #26359 in the current Fastrack.

3. #27325 (Stephen Blethen) In favor of minimum roll cage points
Thank you for your letter. Please see the response to letter #26359 in the current Fastrack.

4. #27339 (Michael Kritikos) Supports Changing Cage Mounting Points to Minimum Number
Thank you for your letter. Please see the response to letter #26359 in the current Fastrack.

**T3**
1. #26260 (Casey Gunnell) Request FIA, World Challenge, IMSA, or Grand-Am roll cage allowed
Thank you for your letter. Please see the response to letter #26359 in the current Fastrack.

**What Do You Think**
None.

**RESUMES**
None.

## TECHNICAL BULLETIN

DATE: November 20, 2019
NUMBER: TB 19-12
FROM: Club Racing Board
TO: Competitors, Stewards, and Scrutineers
SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications
All changes are effective 12/1/2019. If any day of a race event falls on the first day of the month, the previous month's rules will be in effect for that event only. The new rules will become effective at the conclusion of the race event unless otherwise noted.

**American Sedan**
None.

**B-Spec**
1. #27226 (David Oliveira) Request for Correction of Production Years for Mini Cooper
In B-Spec, Mini Cooper (2011-), add year as follows:
"(2011-*13*)"

**Formula/Sports Racing**
**F**
1. #27472 (Formula/Sports Racing Committee) Vehicle Logbooks E&O
In Vehicle Logbooks, GCR section 9.2.1.A, change as follows:
"All unissued Vehicle Logbooks must remain ~~the~~ in *the* possession and control of a Divisional or National Technical Inspector."

2. #27769 (SCCA Staff) Request to update FE, FE2, SRF, SFR3 in the GCR
Effective 1/1/2020, in GCR Section 9, make general updates to FE, FE2, SRF, SRF3 as follows:
"**9.1.1. FORMULA CATEGORY CLASSES**

Formula Atlantic (FA)
~~Formula 1000 (FB)~~
Formula Continental (FC)
Formula Enterprises (FE) *Regional Class*
*Formula Enterprises 2 (FE2)*
Formula Vee (FV)
Formula F (FF)
Formula 500 (F5)
Formula Mazda (FM)

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**9.1.8.A SPORTS RACING CATEGORY**

These specifications are part of the SCCA GCR and all automobiles shall conform with GCR Section 9.
1. SCCA SPORTS RACING CATEGORY PREPARATION RULES
The SCCA Sports Racing Category shall be for automobiles which are designed and constructed for road racing competition, offering provisions for driver and a passenger, or driver alone (single-seater). They shall conform to the following requirements. Sports Racers Cars except SRF & SRF3 homologated prior to 1-1-2014 are eligible to compete as P1 or P2 as long as they meet applicable class rules, no re-homologation is required. During competition, cars are subject to the minimum speed/lap time required for that competition event. Cars built after 1-1-2014 must conform to Homologation requirements as specified in 9.2.2.

Effective 1/1/97, those cars formerly known as Sports Renault and/or Spec Racers or any variants of this chassis/drive train/bodywork combination will not be allowed to compete in ASR in any SCCA sanctioned event.
Single seat Formula car chassis (Ex.: FA, FC, FF, FV) fitted with enclosed bodies (as specified in these rules) may run in a Sports Racing/Prototype Class (ASR, P1, P2) provided they comply with the requirements of the Classification Specification and GCR Section 9. This means that all Formula Atlantic, Formula Continental, Formula F, and Formula Vees running in Sports Racing categories shall have bodywork which complies with the appropriate category Classification Specifications. The ex Formula car chassis need not have any former engine(s) fitted. Converted cars will maintain their former SCCA registration vehicle numbers. Each converted car shall meet the homologation requirements of section 9.2.2 and have a new Vehicle Logbook (with new pictures); however, the former Logbook will be securely attached to the new Logbook. This procedure will enable Race Officials and Scrutineers to identify a single seat Sports Racer as formerly having been a bona fide Formula car. New Single seat Sports Racers may be of new construction and must meet the homologation requirements of section 9.2.2.

Where Weber or other approved carburetors are specified and used, they shall retain their standard configurations of fuel distribution. This is to prohibit annular discharge carburetors.

It is the intention of the Club Racing Board to never classify a replica or derivative of a mass produced road car body in the sports racing classes. These classes are intended for open and/or closed sports racer/sports prototype bodywork Sports racing cars shall be classified into classes as follows:

- A Sports Racing (ASR) - Regional Status Only (Former Can-Am and F-5000 allowed if registered prior to 01/01/2003)
- Prototype 1 (P1)
- Prototype 2 (P2)
- Spec Racer Ford (SRF) *Regional Status Only*
- *Spec Racer Ford 3 (SRF3)*

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**9.2.1 VEHICLE LOGBOOKS**

Each car shall have a complete and up-to-date logbook.

A. The standard SCCA Vehicle Logbook will be used by all competitors at all SCCA competitions, unless accepted in the Supplemental Regulations for an event shared with another sanctioning organization, or as specified in 9.2.1.D.
All unissued Vehicle Logbooks must remain the in possession and control of a Divisional or National Technical Inspector.

B. Only one logbook will be issued for each vehicle (except as a continuation of the original or a replacement). When a continuation logbook is issued, the date the initial logbook was issued must be written on the front page of the continuation logbook. (It is not necessary to present all old logbooks for issuance of annual inspection stamp or a tech sticker.) Possessing two logbooks for one vehicle is a breach of the rules under 2.1.3.

C. A complete description of the vehicle, its safety roll bar/roll cage, and the required photographs must be present in the places provided. All changes of ownership of the vehicle must be recorded.

D. ASN Canada FIA Vehicle History Logbooks will be accepted at all SCCA events.

E. The Vehicle Logbook must be issued by a Nationally licensed Technical Inspector, who will complete the required vehicle information in the front and back of the logbook. He will conduct a thorough inspection of the vehicle, as provided in Section 9.3, General Technical and Safety Specifications. The logbook issue date is the date of registration.

F. Identity Numbers:

1. Each vehicle shall be issued an identity number which will be permanently stamped on its roll bar, and which will correspond to the number on the Vehicle Logbook.
2. The first digit(s) corresponding to the region's identity number will be separated from the balance of the numbers by a dash (-).
3. The car numbering system, beginning with 001, shall be issued consecutively as the vehicles are registered during a thorough inspection.

G. All Formula and Sports Racing Cars may be required to be homologated by SCCA and issued a Certificate of Approval. Refer to section 9.2.2. for details. Exceptions are Spec Racer Ford,*Spec Racer Ford 3,* FE, *FE2, ESR* ~~SRSCCA~~, and Shelby Can-Am. The original certificate shall be presented along with the car for issuance of a new Vehicle Logbook. Additionally, former Spec Racer Renaults may compete in Vintage/Historic events using their originally issued logbook.

**9.3.29. IDENTIFICATION MARKINGS**

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

A. Numbers and Class Letters

Numbers shall be placed on the front and both sides of the car so that they are legible. All Formula cars with a rear wing shall have legible numbers on each rear wing side plate. Numbers may be 1, 2 or 3 digits. 3 digit numbers must start with the number "1". Class letters shall be placed on both sides of the car so that they are legible. Rear numbers and class letters are recommended. Cars running in multiple classes must clearly identify which class and weight they are running. The numeral "1" shall be exclusively reserved for the current national champion in each class for national events. The numeral "1" will be reserved until the end of the period for submitting advanced or pre-event entries, and then will be released. If 2 or more national champions are entered in the same run group, the first to enter shall have preference.

B. Size of Numbers and Class Letters

Numbers shall be at least 8 inches high, with a 1.5 inch stroke on a contrasting background (rear winged Formula cars shall have as large a number as possible on their rear wing side plates). Metallic (reflective) numbers and class letters are prohibited. The distance between 2 numbers shall be at least as wide as the stroke of the numbers. Class letters shall be at least 4 inches high, with a 1/2 inch stroke on a contrasting background.

C. SCCA Logo

Each driver's suit shall display one of the SCCA logos shown in figure 2. It is preferred that the logo be placed on the upper right side of the driver's suit (see figure 3). Each car competing in an event shall display the official SCCA field logo (see figures 4 and 5) unobstructed and prominently on both sides of the car and adjacent to the side numbers. A third logo shall be displayed on the front of the car unobstructed and prominently near the front number. The logo shall be on the spoiler of cars so equipped.

D. Displaying Minimum Weight and Restrictor Size Type

Except for classes in which there is only 1 required minimum weight (e.g., ASR, *ESR,* FE, *FE2,* FS, FST, FV, SM5, SRF, SRF3), all cars shall display the correct minimum weight specified in the current GCR in a manner that is clearly legible to the scrutineers at the scales. Cars that are run in more than one class must display the correct minimum weight for each class so that it is clear

which weight applies to each class. Any car required to run a restrictor must display the restrictor size and type in a manner that is clearly legible to the scrutineers. If the car also displays a minimum weight, it is recommended that the restrictor information be located near the displayed minimum weight. GT2 cars must show displacement, weight, restrictor size and rule set.

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**9.3.34. MASTER SWITCH**

All cars, except Touring, and B-Spec shall be equipped with a master switch easily accessible from outside the car. Spec Racer Fords *(SRF/SRF3)* shall be wired per RFSRII. The master switch shall be installed directly in either battery cable and shall cut all electrical circuits but not an on-board fire system. All terminals of the master switch shall be insulated to prevent shorting out. It shall be clearly marked by the international marking of a spark in a blue triangle and mounted in a standard location. Off position shall be clearly indicated at the master switch location. The standard locations shall be as follows:"

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**FA**

1. #27493 (Formula/Sports Racing Committee) Move wheel dimensions from Bodywork subsection to General section

In FA, delete GCR section 9.1.1.A.1.g.9 in its entirety as follows:

"~~The minimum wheel diameter is thirteen (13) inches. Ex-FSV cars are permitted front wheel width: minimum six (6) inches, maximum eight (8) inches; rear wheel width: minimum eight (8) inches, maximum ten (10) inches. All other cars front wheel width: ten (10) inches; rear wheel width: minimum fourteen (14) inches, maximum fifteen (15) inches.~~"

In FA, GCR section 9.1.1.A.1, add a new section as follows:

"*h. The minimum wheel diameter is thirteen (13) inches. Ex-FSV cars are permitted front wheel width: minimum six (6) inches, maximum eight (8) inches; rear wheel width: minimum eight (8) inches, maximum ten (10) inches. All other cars front wheel width: ten (10) inches; rear wheel width: minimum fourteen (14) inches, maximum fifteen (15) inches.*"

2. #27640 (Formula/Sports Racing Committee) Table 2 Mazda MZR 2.0 E&O

In FA Table 2, Mazda MZR 2.0 line, make changes as follows:

"*Ralt RT40, Ralt RT41, and* Swift 014 chassis only"

**FC**

1. #27710 (Lyn Greenhill) Request for Better Zetec Connecting Rods

In FC, GCR section 9.1.1.B.16.b, make changes as follows:

"Only original Ford, or Sealed Power #H872cp, or United Engine and Machine #SO2763 pistons may be used. *Only original Ford or Eagle #CRS5483F3D connecting rods may be used. The* ~~C~~crankshaft~~, and rods~~ may be replaced only with *a* standard original Ford replacement part~~s~~."

2. #27795 (Club Racing Board) Add Alternate Piston
In FC, GCR section 9.1.1.B.16.b, change as follows:
"Only original Ford, ~~or~~ Sealed Power #H872cp, ~~or~~ United Engine and Machine #SO2763*, or Mahle #930169439* pistons may be used."

**FE**
1. #27624 (Robey Clark) FE / FE2 Update Rules
In FE, GCR section 9.1.1.I.8.b, add the following:
"Front Springs: 600 lbs. ±25 lbs. Faulkner Part # WM203008 or Hypercoil Part # WM203011
Rear Springs: 1000 lbs. ±25 lbs. Faulkner Part # WM203009 or Hypercoil Part # WM203012
*or*
*Front Springs: 800 lbs. ±25 lbs. Hypercoil Part # WM203013, Silver*
*Rear Springs: 900 lbs. ±25 lbs. Hypercoil Part # WM203014, Silver*
*Effective June 1, 2020, Part # WM203013 Front and Part # WM203014 Rear will be required for FE2 and optional for FE.*"

In FE, GCR section 9.1.1.I.13, add a new section as follows:
"*e. The use of tire warmers or cooling methods other than natural air convection or conduction is prohibited. The penalty for violation will be the loss of qualifying times and/or the disqualification of race results.*"

In FE, GCR section 9.1.1.I.15, change the weight as follows:
"The car shall weigh ~~1260~~*1270* lbs. minimum, including the driver."

In FE2, GCR section 9.1.1.I.16.h, change the weight as follows:
"~~Weight~~ The car shall weigh ~~1250~~*1270* lbs. minimum, including the driver."

2. #27722 (Robey Clark) Request for FE / FE2 preparation rules update
Effective 1/1/2020, in FE, GCR section 9.1.1.I, make changes as follows:
**"I. FORMULA ENTERPRISES *(FE2/FE)* PREPARATION RULES**
***1. FORMULA ENTERPRISES 2 (FE2)*** ~~**FE2 2.0L MZR**~~

*A. Definition*

FE's with the *Mazda* ~~new optional~~ 2.0L MZR engine will be classed as "FE2" and will use the class designation FE2. ~~The FE2 will run as a parallel class to the FE (2.3L engine) class. When SCCA Enterprises is unable to service the FE's 2.3L engines, the 2.0L MZR engine will become the only Major's or National Class competition engine, at a certain time "TBD" the FE 2.3L will a become Divisional or Regional Only Class Car.~~

~~2018 competition season going forward the~~*The Mazda* ~~Optional~~ 2.0L MZR engine can be used in all SCCA events. It shall run under all FE Preparation rules excepted as noted below:

a. 2.0L MZR may be run with an Elite 5SPD or a Complete SADEV 6SPD transmission Kit

Must use the following:

b. 2.0L only Intake Manifold Part # WM30106

c. Throttle Body Part # WM591930-Jenvey

d. PE ECU Kit Part # 1192012

e. Nippon-Denso Alternator Part # WM902127

f. Oil Filter Adaptor Part # WM301050 & Oil Filter Part # G301022

g. PCV Valve Part # WM391502

h. Weight The car shall weigh 1250 lbs. minimum, including the driver.

i. 16" MAZDA logo on each side of the engine cowling and the Mazda wing & name logo on the front center of the nose cone. These are mandatory decals.

j. 2.0L MZR required Spark Plug Part# ND ITV 24

***2. FORMULA ENTERPRISES (FE) – Regional Only Class***

*A.* Definition

One design, fixed specifications, open cockpit, single seat Formula car with *the* Mazda 2.3 engine. Cars are packaged and sold by SCCA Enterprises (Enterprises). All replacement parts are supplied through Enterprises and shall be official Spec Formula Car parts except where noted in J.4. No modifications may be made to any part or system unless specifically permitted in these rules. The 2.3L FE cars will continue as a Runoffs eligible class through 2019.

*B.* ~~2.~~ Safety Requirements

Car will be delivered from the manufacturer with approved safety equipment. Replaced items shall be supplied through SCCA Enterprises, except safety harnesses may be replaced by any other that conforms to GCR Section 9.

*C.* ~~3.~~ Vehicle Configuration

All cars to GCR section 9 with the following exceptions: Section 9.3 Accumulators.

*D.* ~~4.~~ Maintenance and Repairs

It is permitted to perform routine maintenance and repairs as long as existing parts are in no way modified and replacement parts are official Enterprises Formula Car parts. If any official Enterprises' seal is broken, lost by accident or intent, the procedures outlined under I.18., shall be followed. Parts and materials with an Enterprises part number having the prefix "WM10" are considered to be unrestricted,

providing their dimensions and materials are comparable. No other parts are to be considered "unrestricted" except where specified.

*E.* ~~5.~~ Chassis

NO MODIFICATIONS ALLOWED except as noted in these rules.

a. All cars shall use the stock, as delivered by Enterprises, wood floor of 6mm, with an allowable deviation of 3 mm across the surface for wear.

b. Seats are free. Panels inside the cockpit may be attached to the frame as long as the points of attachment are no closer than 6 inches apart. No welding or gluing of the seat to the structure of the car is allowed.

Definition of cockpit is: area between the front roll hoop and rear roll hoop.

c. Painting or powder coating of the chassis is allowed.

d. Enterprises foot drop box part # WM180020J may be installed.

e. Enterprises impact attenuator part #WM180023 (crush box) shall be installed.

f. Transponder must be used per SCCA Enterprises Technical Bulletin 002-2016.

*F.* ~~6.~~ Bodywork

NO MODIFICATIONS ALLOWED (except as specified). If any seal, label, stamp is missing the parts must be returned to Enterprises for resealing.

a. Bodywork shall remain unmodified with the exception of holes for a slave or jumper battery plug, trackside beacon receiver, and tow hooks. All repair work must match original body dimensions and contours.

b. Bodywork fasteners are free.

c. The car may be painted any color(s), except primer.

d. It is required that all cars display the official sponsors of Enterprises decals and locations as specified by Enterprises.

e. Radiator screens are allowed and recommended.

f. All aerodynamic devices shall be used as delivered: i.e. wings, body winglets. No modification to mounting location or holes.

g. ~~T~~The front wing main plane, front wing secondary elements, front wing support mounts, and front wing endplates must be used and mounted as delivered from Enterprises. Any modification to these parts, except as specifically noted herein, is strictly forbidden. The 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. 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. Wicker bill (Gurney flaps) are permitted as an option for installation on the trailing edge upper surface of the front wing secondary elements only, not the wing main plane. They must be attached in a secure fashion, without modification to the wing element except for mounting hardware. Total height is .500". Maximum number of mounting locations on front flaps is 2 on each flap and maximum hard- ware size is #8 (.156). Gurney flaps, where attached, shall be 90 degrees and parallel to the upper surface of the wing element and no taper or "saw toothed" Gurneys are permitted.

h. The rear wing and its related mounting components are to be used and mounted as delivered. Any modifications, 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. The upper rear wing element may only be adjusted within the parameter of the endplates and wing adjusters as provided from Enterprises. No additional holes may be added. Wicker bill (Gurney flaps) are permitted as an option for installation on the trailing edge upper surface of the wing element. They must be attached in a secure fashion, without modification to the wing element except for mounting hardware. Total height is .250" on one or both elements. The Gurney flap only, may extend beyond the parameters of the end plate. Maximum number of mounting locations is 5 and maximum hardware size is #8 (.156). Gurney flaps, where attached, shall be 90 degrees and parallel to the upper surface of the wing element and no taper or "saw toothed" Gurney are permitted.

i. The stock headrest may be modified or replaced with any headrest meeting GCR section 9.4. The stock lateral bolsters may be modified or removed.

j. Enterprises windscreen P/N: WM137000 is allowed.

k. Enterprises bubble tail P/N: WM138014 is allowed for both FE and FE2.

*G.* ~~7.~~ Engine and Drivetrain

a. Engine

1. NO MODIFICATIONS ARE ALLOWED EXCEPT WHERE SPECIFICALLY AUTHORIZED WITHIN THESE RULES. This includes all fuel injection and engine management components, including exhaust, cooling, electrical and lubrication systems. All systems are subject to test procedures and must conform to OEM specifications as stated and supplied by Enterprises. All fluids, except fuel, are unrestricted.

2. Enterprises seals on the engine, and other components shall remain in place at all times. All engines shall be rebuilt, checked on an engine dynamometer, and sealed through Enterprises.

3. Engine maintenance, which is permitted, includes the replacement, but not modification of external engine and engine systems parts.

4. There are six (6) seals on the engine. Two (2) on the timing cover, two (2) on the top of the valve cover, and two (2) on the oil sump. They may not be removed or tampered with.

5. All rubber oil lines may be replaced with braided metal-covered (Aeroquip type) lines. Hose clamps may be installed on the rubber oil lines.

6. Intake manifold: No modifications are allowed. Absolutely no porting or the addition of material is allowed. No coating or painting is allowed on the exterior or interior of the intake manifold.

7. Only Engine Control Units (ECU) manufactured by MBE or Performance Electronics are permitted. Modification of the ECU, ECU program, wiring or sensors is prohibited. ECUs are password protected.

8. The flywheel weight is a minimum of 2.6 pounds for the Enterprises supplied flywheel. No modifications to the flywheel with the exception of normal resurfacing for clutch wear are allowed.

9. No modification to the crankshaft dampener is allowed.

The following parts must be used:

10. Clutch: Enterprises supplied clutch and flywheel contained in kit #WM701000A, Piston #WM701004A, Throw out bearing #WM701006A, Small O-ring #WM1010405, Large o-ring #WM1010406, Flexplate and Ring Gear # WM1101053.

11. Spark Plugs, Part # NGK PTR5F-11, NGK TR5AI-13, or Motorcraft # AGSF32FEC.

12. Fuel Injectors: Part # WM591929

13. Throttle Body: Part # WM591930 or WM591930-Jenvey (used with PE ECU only)

14. Fuel Filter: Any 10-micron fuel filter may be used as long as it performs no other purpose than to filter fuel.

15. Air Filter: Part # WM301020

16. Exhaust systems may be thermal coated or wrapped.

17. A heat shield between the engine block and the exhaust system is recommended for the purpose of protecting hoses, shifter cable, and wiring from the heat of the exhaust.

18. An Enterprises muffler kit part #WM1131046 (with packable muffler #WM301040A) or muffler kit part #WM1131047 (with no pack muffler #WM301063) is required. The muffler may not extend beyond the back of the transmission. An additional muffler may be added to accompany the stock muffler as needed to meet sound requirements.

19. An optional air to oil cooler is allowed. The maximum core size is 13 inches wide by 6.5 inches high. No water to oil heat exchanger is allowed.

20. An optional Enterprise alternator kit is allowed, Part # WM1100101

b. Transmission

1. The ELITE 5 speed or SADEV 6 speed sequential transaxles supplied by Enterprises are the only permitted transmissions. No internal or external modification (including lightening) other than normal racing repair or as noted below:

a. "SADEV Only" when tested and proven "Flat shift" may or may not be used, competitor's choice, only approved method is PE Electronics ECU with SADEV shift sensor. Optional "Auto Blip Kit" may also be used when tested and proven.

b. "SADEV Only" 1-2019 SADEV gear box will be run as a sealed unit, can be serviced and inspected by CSR or approved SADEV service center. At event damage can be inspected / repaired / resealed if necessary, by CSR or approved personnel.

2. ELITE Transmission servicing, replacement of internal components is permitted by the competitor with the following exceptions:

a. All components must be ferrous metal, except for bearing retainers and bearing cages.

b. Components manufactured by alternate manufacturers are permitted. Replacement components must be direct replacements to the original components. Absolute minimum weights are listed below.

3. The rear cover plate may be manufactured or remanufactured using aluminum.

4. Only approved ratios:

a. ELITE

1st 12:29
2nd 15:28
3rd 16:24
4th 20:25
5th 24:26

b. SADEV

1st 14:33
2nd 16:30
3rd 17:26
4th 19:25
5th 23:26
6th 26:26

(All SADEV ratios are under review and could be updated prior to sealing date)

5. Differential – ELITE 12:33 or SADEV 10:31. The differential must remain open. No limited slip mechanism is allowed. Differential must work as supplied no tightening of the differential to limit slip.

6. Polishing, shot peening, REM© Isotropic treatment, heat and cold treatments are allowed. No coatings or plating is allowed.

7. "ELITE Only" Any mechanical device may be used between the shift lever and the transmission barrel to provide the required actuation. No electronic or pneumatic devices are allowed. Gear position indicators are allowed for both transmissions.

8. Shift cable is free, all mechanical force provided by the driver.

DRIVETRAIN MINIMUM WEIGHTS TABLE

*H.* ~~*8.*~~ Suspension

a. NO MODIFICATIONS ALLOWED. Adjustments are permitted within the limits of the suspension and steering components. All rod ends shall be engaged at least 1.5 times the diameter of the end.

b. Front Springs: 600 lbs. ±25 lbs. Faulkner Part # WM203008 or Hypercoil Part # WM203011

Rear Springs: 1000 lbs. ±25 lbs. Faulkner Part # WM203009 or Hypercoil Part # WM203012

c. Competitors may use the entire travel of all suspension adjusted components as delivered. Alternate parts are not allowed.

d. All suspension parts shall have the SCCA code embedded (a label/or an Enterprises stamp) in the part. If they do not it is required to return part to Enterprises for proper labeling.

e. Rod ends may be replaced with rod ends having specifications equal to or greater than the OEM supplied rod ends. This includes dimensional material and strength specifications. Replacement rod ends shall be capable of being installed with no modifications to any original components.

f. Anti-roll bars (sway bars) may be run disconnected, but not removed. One anti-roll bar link may be removed from the front, rear, or both ends of the chassis for safety reasons, but no modification of the link or attachments is permitted.

Anti-roll bar sizes:

**Front**

Main Shaft 0.875" OD ±.005" Top Tee .750" x .135" wall, ±.005"

Length: 7.5" maximum end to end

**Rear**

lower stalk .615" Dia. ±.005"

Upper stalk .765" ±.005"

Arm length 5.470" shoulder to shoulder

Optional: Front rotating blade Anti-roll bars

PN: WM201023 Blade Minimum thickness 0.155" ±.005"

PN: WM201022 0.590" ±.005 Main Shaft Length 6.006 _+ .010"

PN: WM201029 0.875 +/- .005" Main Shaft Length 6.006" ±.010".

PN: WM1121008 0.590" Full Bar kit / Cockpit adjustable.

PN: WM1121010 0.875" Full Bar kit / Cockpit adjustable.

PN: WM1121007 0.590" Bar Kit / set screw lock.

Optional: Rear Adjustable Anti-roll bar Part # WM1102026

*I.* ~~9.~~ Shocks

a. NO MODIFICATIONS ALLOWED. 4 Bilstein Shocks, Part # WM203001 or 4 Penske shocks, Part # WM1180090. Same type on all 4 corners.

b. Only shims provided on the shocks are legal (no bump rubbers, packers or modification to shims).

c. Adjustments for the Bilstein will be at the spring perch and with pressure (if rebuilt). Adjustments for the Penske will be at the spring perch or with the rebound adjuster.

d. Bilstein shocks may be used in the original configuration or may be rebuilt. Both shock types can only be rebuilt by Enterprises or its authorized rebuilder.

e. All shock absorbers must be sealed by Enterprises or its authorized rebuilder.

*J.* ~~10.~~ Steering

NO MODIFICATIONS ALLOWED, except as described within these rules

a. An alternate steering wheel may be used. “Butterfly” style steering wheels are not allowed.

b. Upper steering shaft may be modified to accept an alternate steering wheel and/or hub (if applicable).

It may also be modified to accommodate a larger driver.

c. Optional steering arm Part # WM204008A can be used and allows more adjustability.

*K.* ~~11.~~ Brakes

NO MODIFICATIONS ALLOWED, except as described within these rules. Only the AP 4 PISTON CALIPER BRAKE SYSTEM AS SUPPLIED WITH VENTED ROTORS as supplied by Enterprises shall be used

a. Brake pads as labeled and supplied from Enterprises.

b. Brake rotors are used as delivered, no drilling or lightening is allowed. Minimum Diameter is 10.450”. Part # WM801002x Left, Part # WM801003x Right. Min width is .600”

c. Master cylinders must be the Girling type.

Front master cylinder is.700” piston diameter, Part # WM802005

Rear master cylinder is .750” piston diameter, Part # WM802006

d. Calipers must be AP 4 piston. Part numbers are:

LF # WM802004 RF #WM802003

LR # WM802002 RR # WM802001

e. Brake lines are free (no plastic allowed).

*L.* ~~12.~~ Wheels (Only wheels supplied by Enterprises)

NO MODIFICATIONS or MACHINING ALLOWED Aluminum racing wheel supplied from Enterprises with SCCA logo. If logo is worn off or wheels that have been painted or powder coated, wheels must be inspected by Enterprises or one of their designated Customer Service Representatives and logos replaced.

Front: 8 in X 13 in Part # WM 205001

Rear: 10 in X 13 in Part # WM205002

a. All wheel bearings shall be run with grease (not oil), no special coatings are allowed, and the bearing grease seal shall be intact. No ceramic wheel bearings are permitted.

b. Wheel spacers are not allowed.

*M.* ~~13.~~ Tires

Tires must run in sets of 4 as stated below:

**DRY**

Hoosier

Front: P/N: 43272, 22.0 X 8.0-13 FE

Rear: P/N: 43312, 22.0 X 10.0-13 FE

**WET**

Hoosier

Front: P/N: 44195 W3, 22.0 X 7.5-13

or P/N: 44196 W3, 22.0 X 8.0-13

Rear: P/N: 44217 W3, 22.0 X 9.0-13

a. A competitor shall start the race on at least 3 tires used in a qualifying session for the race as identified by markings made on the tires by a race official. It is the responsibility of the competitor to ensure that his or her tires are appropriately marked prior to (e.g. on the false grid), during, or immediately after (e.g. as the car leaves the track) a qualifying session.

b. For races with more than one qualifying session, a competitor shall start the race on any 3 or 4 marked tires from any qualifying session for the race.

c. If a competitor chooses to start the race on any more than one tires that was not used in a qualifying session for the race and not appropriately marked, the competitor shall forfeit his or her grid position and start from the back of the grid. This forfeiture of grid position shall not apply if all qualifying sessions for the race were run under rain or wet conditions.

d. A complete set of four (4) rain or wet track tires may be used at the competitor's discretion for any race. Rain tires may be in new or used condition and require no special marking if used as a complete set of four.

*N.* ~~14~~. Electrical System

NO MODIFICATIONS ALLOWED, except as described within these rules.

a. Wiring harnesses must remain as delivered.

b. Battery is free as long it remains in the original location and securely fastened.

c. Battery wiring is free. Car must shut off when master switch is turned off. Jump battery quick connect plug is allowed.

d. Any instrumentation is allowed.

e. Data acquisition is allowed, no telemetry is allowed.

f. Any rain light is allowed.

*O.* ~~15.~~ Weight

The car shall weigh 1260 lbs. minimum, including the driver.

a. Ballast must be placed between the front dash bulkhead and the front engine bulkhead. They shall be

fastened securely to the floor with flat head 5/16 bolts, washers and nuts on both ends of the weight.

~~16. **FE2 2.0L MZR**~~

~~FE's with the new optional 2.0L MZR engine will be classed as "FE2" and will use the class designation FE2. The FE2 will run as a parallel class to the FE (2.3L engine) class. When SCCA Enterprises is unable to service the FE's 2.3L engines, the 2.0L MZR engine will become the only Major's or National Class competition engine, at a certain time "TBD" the FE 2.3L will a become Divisional or Regional Only Class Car.~~

~~2018 competition season going forward the Optional 2.0L MZR motor can be used in all SCCA events. It shall run under all FE Preparation rules excepted as noted below:~~

~~a. 2.0L MZR may be run with an Elite 5SPD or a Complete SADEV 6SPD transmission Kit~~

~~Must use the following:~~

~~b. 2.0L only Intake Manifold Part # WM30106~~

~~c. Throttle Body Part # WM591930-Jenvey~~

~~d. PE ECU Kit Part # 1192012~~

~~e. Nippon-Denso Alternator Part # WM902127~~

~~f. Oil Filter Adaptor Part # WM301050 & Oil Filter Part # G301022~~

~~g. PCV Valve Part # WM391502~~

~~h. Weight The car shall weigh 1250 lbs. minimum, including the driver.~~

~~i. 16" MAZDA logo on each side of the engine cowling and the Mazda wing & name logo on the front~~

~~center of the nose cone. These are mandatory decals.~~

~~j. 2.0L MZR required Spark Plug Part# ND ITV 24~~

*P.* ~~17.~~ Accessory Items

a. Mirrors are free.

b. Two-way radios may be installed in the car. All components shall be securely attached and approved

by Tech inspection.

c. Racers tape may be used to repair crash damage, or as a precautionary means of securing the body

retaining latches. Crash-damage is defined as having occurred during the current event, and the tape

should be of an appropriate color if possible. Taping of body joints is not allowed

d. The spark plug wires may be fire sleeved and may be loomed, but must be original Mazda wire as

supplied by Enterprises.

e. Engine compartment fluid hoses may be insulated using heat shield or wrap.

f. Front and rear tow hooks are required, see GCR section 9.3 Towing Eyes.

g. Enterprises Part #WM11592302 Throttle Cam/Cable Update is recommended.

h. Enterprises Part #WM114001 Thermostat Kit is permitted.

i. Enterprises Part #WM 801004 Rotor Temp Bands are permitted.

j. Enterprises Part #WM301062 Intake air baffle

*Q.* ~~18.~~ Updates

Provisions will be made for updates on all safety and mechanical improvements. When part updates are needed, because of reliability, supply or obsolescence, testing of parts from alternative, updated sources with direction and approval from SCCA Enterprises may be used in sanctioned events. Such updates will be effective when finalized by Enterprises, announced by the National Office, and published in Fastrack.

*R..*~~19.~~ Vehicle Logbook

The Vehicle Logbook for each Enterprises Formula Car remains the property of Enterprises and will contain not only the record of technical inspections, but also the major maintenance performed and all transfers of ownership. The Vehicle Logbook number will be the same as the factory chassis number that is stamped

on the name plate mounted on the fuel cell behind the driver's shoulders. When the vehicle is sold, traded, or scrapped, the logbook shall be sent to SCCA Enterprises 14550 E. Easter Ave Suite 400

Centennial, Co. 80112. The logbook will then be reissued to the new owner. When the logbook has been filled, a new one shall be requested from SCCA Enterprises.

A FEE OF $200 WILL BE CHARGED FOR LOST LOGBOOKS.

The logbook shall be presented at scrutineering for each event entered. All Enterprises Formula Cars are subject to normal safety inspection. Additionally, scrutineers will check each official seal. A competitor may not be barred from competing at a specific event if a seal is broken, damaged, lost or part not properly labeled but the part may be considered suspect and will be treated as such and will be required to be sent back to Enterprises for inspection. If engine cam cover or oil pan seals are broken, damaged, or missing, the engine shall be removed and sent to Enterprises for testing and resealing. The competitor will bear all expenses at the competitor's cost prior to the next event.

*S.* ~~20.~~ Seals

Enterprises engine seals are required for all races. Any competitor who runs an event without all proper engine seals in the required locations shall have his engine removed and shipped to Enterprises for testing and sealing after that event. The competitor will be responsible for all cost incurred by this procedure regardless of the findings, and subject to penalty by the SOM if engine is found to be not as specified.

SCCA Enterprises seals are required on all Formula Car Engines.

Any counterfeit engine seal found by an authorized representative of SCCA, Inc., or SCCA Enterprises shall immediately render that engine illegal for further use, without need of dyno testing or inspection. SCCA Enterprises will not be under any obligation to bring an illegally sealed engine back to legal condition. Penalties shall include all of the following: 20.1., 20.2., 20.3., and 20.4.

*T.* ~~21~~. Penalties (Specific to Enterprises Spec Cars)

If a competitor refuses to give his engine and/or unlabeled parts for testing per a request of the Chief Steward, the following penalties will automatically be imposed:

a. Vehicle logbook will be impounded.

b. Disqualification from a competition or the event.

c. Suspension of SCCA competition privileges for thirty (30) days.

d. The car and drive train are suspended from competition until the unit(s) specified by the Chief Steward are replaced.

In a case where a competitor does comply with the Chief Steward's request to have an engine and/or parts inspected and the impounded unit(s) are found legal, the SCCA, will stand all the costs incurred for the testing, including shipping. Should the impounded unit(s) be found illegal, the following penalties will be imposed:

*a.* ~~1.~~ Disqualification from a competition or the event.

*b.* ~~2.~~ A fine of $250.00.

*c.* ~~3~~. $500.00 testing fee plus freight charges paid to Enterprises.

*d.* ~~4.~~ Competition privileges will be suspended immediately, and the suspension will continue for a minimum of thirty (30) days after the date when all fines and costs are paid in full and the license is received by the Chairman SOM or the SCCA Topeka Office.

*e.* ~~5.~~ For a second illegal drive train offense, the competitor will be permanently disqualified from further Enterprises Formula Car competition.

*U.* ~~22.~~ Enterprises Formula Car Drive Train Protest

a. Protests shall be filed per the GCR.

b. Protestor will specify the drive train item suspected (i.e., transmission or engine). The teardown bond to remove the motor and transmission is in three (3) parts:

1. Remove and replace motor and transmission - $400.00

   a. Will be done by an SCCA representative or other shop that is equipped for this type of work and will be paid directly.

2. Ship motor to Enterprises and test - $500.00 plus freight and crating charges

   a. Enterprises will inspect the motor, (item 2), and will notify the Chairman SOM as soon as possible as to the results.

3. Protest Fee: Regional - $25.00, National - $50.00.

c. Enterprises shall retain the evidence, and the SCCA shall retain the fee, (item 3), until the period for appeal has passed.

d. The Chairman SOM is required to inform Enterprises of the protest using the FE Protest Information Form. A copy of the protest shall be sent to Enterprises.

If the protest proves to be valid and any appeal fails, the protest fee, (item 3), will be returned to the protestor. Also, the protestee will be required to reimburse the protestor the remaining fees ($900). The protestee will not be allowed to compete again until all costs are paid. If found legal, the protester forfeits fee (items 1 and 2) above.

e. If found illegal, competition privileges will be suspended immediately, and the suspension will continue for thirty (30) days after all costs are paid in full.

f. For a second illegal drive train offense, the competitor will be permanently disqualified from competing in FE/*FE2* competition."

**FF**

1. #27563 (John Whiteman) Honda Racing HPD low cost ECU proposal
In FF, GCR section 9.1.1.B.14.p, add new sections and renumber as follows:
"*3. The LC1 ECU supplied by HPD is permitted effective 3/1/2020 and must be used with a corresponding lambda sensor supplied by HPD. Implementation date is contingent on SCCA National office receiving necessary and sufficient quantities of support materials.*

*4. The LC1 ECU may be used with an LC1-specific chassis harness supplied by HPD or with a current chassis harness using an adapter supplied by HPD.*

*5. The current E1 ECU is no longer supported, but competitors may continue to use existing E1 ECUs provided that they are functioning as intended. The E1 ECU must remain sealed and unmodified.*"

**FV**

1. #27603 (Christopher Zarzycki) Clarification on Wheel Bolt Pattern
In FV, GCR section 9.1.1.C.3.C, add the following:
"Wheels shall be standard fifteen (15) inch X 4J as used on the 1200cc and 1300cc VW sedan as defined herein, or any steel fifteen (15) inch X 4.5J *VW* wheel *with the same 5-bolt pattern as the standard fifteen (15) inch X 4J wheel* within the track dimensions of C.2."

**SRF**

1. #27723 (Robey Clark) SRF / SRF3 Majors & Regional Class Updates
In SRF, GCR section 9.1.8.E, make changes as follows:
"SPEC RACER FORD ~~3~~ *(SRF/SRF3)*"

In SRF, GCR section 9.1.8.E.1, make changes as follows:
"SPEC RACER FORD ~~2~~ *(SRF) Regional Only Class*"

In SRF, GCR section 9.1.8.E.2, make changes as follows:
"SPEC RACER FORD 3 *(SRF3)*"

In SRF, GCR section 9.1.8.E.2.A, make changes as follows:
"It is the intent of the *SRF3,* ~~GEN3~~ *a Ford 1.6L* conversion*,* to update the current 1.9L SRF drivetrain for class longevity. ~~SRF and SRF3 shall compete side by side, for respective points and championships.~~"

**SRF3**

1. #27622 (Robey Clark) SRF Tire Warmer Rule
In SRF, GCR section 9.1.8.E.1.V.s delete section in its entirety as follows and re-letter as follows:
"~~It is forbidden to regroove tires.~~"

In SRF, GCR section 9.1.8.E.1.X.f, add new sections as follows:
"Tires:
Dry:
Front – Hoosier P/N 46340 P185/60ZR13
Rear – Hoosier P/N 46350 P205/60ZR13 SRF
Wet:
Front – Hoosier P/N 46100 P185/60R13 H20
Rear – Hoosier P/N 46105 205/60R13 H20
*1. It is forbidden to regroove tires.*
*2. The use of tire warmers or cooling methods other than natural air convection or conduction is prohibited. The penalty for violation will be the loss of qualifying times and/or the disqualification of race results.*"

2. #27706 (Robey Clark) SRF / SRF3 Nose Weight Reduction
In SRF, GCR section 9.1.8.E.1.E.a, change the minimum weight as follows:
"Front ~~35~~ *32* lbs."

**GCR**
1. #27228 (Paul Gauzens) Request to Clarify Role of SOM to Correct Errors
In GCR section 5.12.1.A.8.a., add wording as follows:
"a. Based on a correction or error by the Chief of T&S *or another official without necessarily receiving a request or protest to do so*."

In GCR section 7.5., make changes as follows:
"Whenever a penalty *or correction* affects the final results, including when a driver or car is disqualified *or reinstated*, the SOM shall advance *or demote* the subsequent competitors in the finishing order and advise the Chief of Timing and Scoring of any amendment to the results."

2. #27251 (Richard Patullo) Request alternate license from Pro series
In Appendix C, section 2.8.B, add the following:
"*23. Indy Car MX-5 Cup License*"

**Grand Touring**
**GT3**
1. #27357 (Dan Wold) Request to Add SR16VE to GT-3 Spec Lines
In GT3, Nissan, add new engine as follows:

## GT3 Engines - Nissan

| Engine Family | Engine Type | Bore (mm) | Stroke (mm) | Disp. (cc) | Head Type | Valves / Cyl. | Fuel Induction | Weight (lbs) | Notes |
|---|---|---|---|---|---|---|---|---|---|
| *SR16VE* | *DOHC* | *86.0* | *68.7* | *1596* | *Alumn. Crossflow* | *4* | *Unrestricted* | *1690* | *Alt. Heads: #11040-1N591.* |

**GTL**
1. #27233 (Jonathan Spiegel) 88-91 Honda CRX Spec Line Correction
In GTL, Honda CRX 84-87, change notes as follows:
"Hood bulge permitted, no openings. May mount wing per hatchback-station wagon spec, but no part of the wing assembly may be above the highest point of the roof. ~~May utilize IRS with a 2.5% weight penalty~~."

In GTL, Honda CRX 88-91, change notes as follows:
"Hood bulge permitted, no openings. May mount wing per hatchback-station wagon spec, but no part of the wing assembly may be above the highest point of the roof. ~~May utilize IRS with a 2.5% weight penalty~~."

**Improved Touring**
None.

**Production**
**FP**
1. #27487 (Blake Meredith) Request to Correct Track of 1988-91 Honda Civic
In FP, correct track specifications as follows:
Honda Civic 1.5 (88-91) (Level 1)
"~~59.8~~ *61.3* / ~~60.0~~*61.7*"

Honda Civic EX (90-91) (Level 2)
"~~61.4~~ *61.3* / 61.7"

Honda Civic Si (88-91) (Level 2)
"*61.3 / 61.7*"

Honda Civic Si (88-91) (Level 1)
"~~61.4~~ *61.3* / 61.7"

Honda CRX 1.5 (88-91) (Level 1)
"61.3 / ~~61.5~~ *61.7*"

Honda CRX Si (88-91) (Level 2)
"*61.3 / 61.7*"

Honda CRX Si (88-91) (Level 1)
"*61.3 / 61.7*"

In HP, correct track specifications as follows:
Honda Civic 1.5 (88-91) (Level 2)
"~~59.8~~ *61.3* / 60.0 *61.7*"

Honda CRX Si (84-87) (Level 2)
"59.3 *61.3* / 59.9 *61.7*"

**Prod General**
1. #27661 (Production Committee) Re-organize Prep2 Cylinder Head Rules for Clarity & Consistency
In Production, GCR section 9.1.5.E.2.e, delete section and replace as follows:
~~e. The Cylinder Head can only be modified:~~
~~1. To install an alternate camshaft, and/or adjustable cam gears.~~
~~2. To port match on the port mating surface to a depth of no more than one inch.~~
~~3. To facilitate the installation of permitted alternate components, provided the modification serves no other function.~~
~~4. To achieve the maximum specified compression ratio by the machining of the deck surface.~~
~~5. To completely plug the holes resulting from the removal of EGR valves and air nozzles. The plugs must serve no other purpose.~~
~~6. To completely plug the stock fuel injection ports in the cylinder head, if the stock fuel injection is removed and carburetors are utilized. The plugs must serve no other purpose.~~
~~7. To utilize O-rings to replace or supplement a cylinder head gasket.~~
~~8. To fit valve seats. Valve seats are unrestricted. Valve seat angles are unrestricted. The valve seat insert can be no taller than one half inch.~~
"e. *Cylinder Head*
*1. The cylinder head may be modified to allow installation of permitted alternate components, provided the modification serves no other purpose.*
*2. Valve seats and valve seat angles are unrestricted. The valve seat may be no taller that one half inch.*
*3. The cylinder head deck surface may be machined to achieve the specified compression ratio and to allow the installation of o-rings to replace or supplement the cylinder head gasket.*
*4. Holes resulting from the removal of EGR valves, air nozzles and fuel injectors (if the stock fuel injection system is removed and carburetors substituted) may be plugged, provided the plugs serve no other purpose.*

*5. Cylinder head ports may be matched to the intake manifold to a depth of no more than 1 inch from the port mating surface.*"

**Spec Miata**
None.

**Super Touring**
**STU**
1. #27342 (Paul Azan) Request for an electronic throttle body
In GCR section 9.1.4.G.8, make changes as follows:
"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. *Vehicle/engine combinations with manual OEM throttle bodies may be converted to an OEM electronic throttle body of the same inner diameter as the original OEM throttle body.*"

**Touring**
**T3**
1. #27253 (Angelica Sprehe) Request to add 2018 Subaru BRZ in T3
In T3, Scion FR-S/ Toyota 86 (13-17), change the year as follows:
"(13-~~17~~ *20*)"

In T3, Subaru BRZ (13-17), change the year as follows:
"(13-~~17~~ *20*)"

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

## COURT OF APPEALS

JUDGEMENT OF THE COURT OF APPEALS
Bruce Nelson vs. SOM COA Ref. No. 19-11-SE
September 19, 2019

**FACTS IN BRIEF**

Following the Sunday, August 4, 2019, Group 6 SARRC Sprint Race at Daytona International Speedway, Bill McGavic, driver of Grand Touring 3 (GT3) #69, filed a Protest against Bruce Nelson, driver of Improved Touring O (ITO) #148, for alleged violations of General Competition Rules (GCR) 6.11.1.A., B., and C. as a result of contact causing Mr. McGavic to spin and have contact with the overall leader of the race.

The Stewards of the Meeting (SOM) Larry Buell, Mark Montero, Paul Ronie, Herb Shipp, and Bob Ricker (Chairman) met to hear and rule on the Protest. The SOM interviewed witnesses, reviewed witness statements, and concluded that Mr. Nelson violated GCR 6.11.1.B., C., and D. by not allowing racing room as Mr. McGavic was attempting to pass. The SOM did not rule on 6.11.1.A. (Avoidable Contact). Mr. Nelson was placed on Probation for three race weekends and three penalty points were assessed on his license. Mr. Nelson is appealing this decision.

**DATE OF THE COURT**

The SCCA Court of Appeals (COA) James Averett, Jack Kish, and Laurie Sheppard (Chairman) met on September 5 and 12, 2019, to review, hear, and render a decision on the appeal.

**DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. Appeal letter from Bruce Nelson, received August 30, 2019.
2. Video clip from Car #148, received August 30, 2019.
3. Still photos of Car #148 damage, received August 30, 2019.
4. Official Observer's Report and related documents, received August 30, 2019.
5. Still photos of Car #69 damage, received September 4, 2019.
6. Video from Car #69, received September 6, 2019.
7. Revised Statement from Bill McGavic, received September 6, 2019.

**FINDINGS**

The SOM received Mr. McGavic's Protest more than one hour after the Group 6 race ended. The Chairman of the SOM (CSOM) requested a public address announcement to call Mr. Nelson to the SOM and dispatched a Paddock Marshal to Mr. Nelson's garage space, but Mr. Nelson had left the facility. The CSOM attempted to call Mr. Nelson at the phone number on his entry. There was no answer and

voicemail was not available. The SOM court convened, considered testimony from available witnesses, and reached a decision without input from Mr. Nelson. The SOM acknowledged that available video was not readable.

In his appeal, Mr. Nelson stated the protest was "inappropriate" and it was "unfair" for the SOM to make a decision without providing him an opportunity to speak or identify witnesses. Mr. Nelson provided a video clip of forward facing in-car footage beginning slightly before and continuing through the incident. The video shows he followed a predictable racing line and allowed room for several faster cars to pass on his right in Turn 3. After the apex of Turn 4, he moved to the right to allow additional cars to pass him on the left. Car #69 does not appear in the video until the contact occurs.

The COA received a new statement and full race video from Mr. McGavic. The video shows Mr. McGavic (Car #69) following Car #5 and others for a few laps before catching Mr. Nelson (Car #148) between Turns 1 and 2. Mr. Nelson appeared aware of the faster cars approaching and let three cars past in Turn 3, leaving Mr. McGavic immediately behind as they approached left-hand Turn 4. After the apex at Turn 4, Mr. Nelson's trajectory took him toward the right side of the track.

Mr. McGavic initiated a pass to the right of Mr. Nelson. Before Car #69 had breached the rear bumper of Car #148, there was less than a car width of pavement available and Mr. McGavic had to utilize the berm. Car #69 was fully alongside but slightly ahead of Car #148 when Mr. McGavic reached the abrupt end of the berm and a small area of grass before an infield access road on the right. In both Mr. McGavic's video and Mr. Nelson's video Car #69 can be seen making a slight leftward adjustment to avoid the grass area. The left side of Car #69 ahead of the left rear wheel contacted the right front of Car #148. Mr. McGavic spun in front of Mr. Nelson and continued across the track where he was hit by Car #10 (GT1), which was passing Mr. Nelson on the left.

GCR 6.11.1.D. states "The overtaking driver is responsible for the decision to pass another car and to accomplish it safely." Both videos show Mr. Nelson making a single move from the apex of Turn 4 to the right side of the track and then maintaining a straight path less than a car width from the right edge of the pavement. Mr. McGavic was moving at a considerably higher rate of speed than Mr. Nelson and other cars were passing Mr. Nelson on his left. The COA finds the combination of Mr. McGavic's speed differential and Car #10 simultaneously passing on his left prevented Mr. Nelson from adjusting his line to accommodate Mr. McGavic's right side pass.

The COA concludes that Mr. Nelson did not deprive Mr. McGavic of racing room, nor did Mr. Nelson block or attempt to impede Mr. McGavic's overtaking car. The COA further rules that Mr. Nelson was not afforded due process. GCR 8.2. states "The parties concerned will be notified when and where the hearing will occur." Since notification did not occur, the statement "If any party is absent, a judgment may still be rendered…" does not apply. Accommodation should have been made for notification, albeit delayed, prior to the conclusion of the hearing. Mr. Nelson's probation is cancelled, his full competition license will be returned, and the three points assessed on his license will be removed.

**DECISION**

The COA overturns the SOM decision in its entirety. Mr. Nelson's appeal is well founded, and his entire appeal fee will be returned.

SCCA Runoffs
JUDGEMENT OF THE COURT OF APPEALS
CSOM Reference Number 45, 46, and 49
Troy Ermish vs. SOM COA Ref. No. 19-01-RO
October 13, 2019

**FACTS IN BRIEF**

On October 12, 2019, at the National Championship Runoffs held at Virginia International Raceway (VIR), at Turn 1 on the first lap of the Grand Touring Lite (GTL) race, Jonathan Goodale, GTL #04, had side-to-side contact with Joe Huffaker, GTL #77, causing Mr. Huffaker to contact Troy Ermish, GTL #38, and Ryan Kristoff, GTL #46.

Assistant Chief Steward Gene Kern filed a Request for Action (RFA) requesting the Stewards of the Meeting (SOM) investigate the incident. In addition, Mr. Ermish, Car #38, and Mr. Huffaker, Car #77, each filed a protest against Mr. Goodale. The SOM, Cathy Barnard, Duane Harrington, and Doug Nickel, Chairman, met, heard witnesses, reviewed evidence, and determined Mr. Goodale violated General Competition Rules (GCR) 6.11.1.A., B., and D. The SOM combined the RFA and Protests and issued one ruling. Mr. Goodale was penalized with loss of two finishing positions in class (removing him from a podium finish) and probation for six race weekends. Three penalty points were assessed against Mr. Goodale's competition driving license. Mr. Ermish appealed the SOM ruling.

**DATES OF THE COURT**

The Court of Appeals (COA), James Averett, Pat McCammon, and Michael West, Chairman, met on October 13, 2019, to review, hear testimony, and render a decision on the appeal.

**DOCUMENTS AND OTHER EVIDENCE RECEIVED AND REVIEWED**

1. Appeal Letter from Troy Ermish, received October 13, 2019.
2. SOM Hearing Decision and Related Documents, received October 13, 2019.
3. In-car video from Jonathan Goodale, Car #04, received October 13, 2019.
4. In-car video from Joe Huffaker, Car # 77, received October 13, 2019.
5. In-car video from Troy Ermish, Car #38, received October 13, 2019.
6. In-car video from Ryan Kristoff, Car #46, received October 13, 2019.
7. In-person testimony from Mr. Ermish, received October 13, 2019.
8. Telephone testimony from Mr. Goodale, received October 13, 2019.
9. In-person testimony from SOM listed above, received October 13, 2019.

**FINDINGS**

In his appeal Mr. Ermish stated the penalty issued was inappropriate and requested the COA modify the penalty. The COA reviewed all documents and video evidence and concluded Mr. Goodale drove off track driver's right attempting to pass Mr. Huffaker under braking. Mr. Goodale utilized a portion of the pit lane blend lane and approaching Turn 1, first put the right two wheels in the grass and then all four wheels off track just before Turn 1. Mr. Goodale lost total control and went straight into Mr. Huffaker, who was following the track surface as it arced to the right. The impact pushed Mr. Huffaker into Mr. Ermish, damaging Mr. Huffaker's left front suspension and damaging the right rear of Mr. Ermish's car. Mr. Huffaker then had contact with Mr. Kristoff who was taking appropriate evasive action to Mr. Huffaker's left. Mr. Huffaker was unable to continue; Mr. Ermish continued for a short distance and entered the paddock using an escape road prior to Turn 3. Mr. Kristoff continued following a safe reentry, but at the back of the pack. Mr. Goodale continued and crossed the finish line in second place.

Following review of the evidence and testimony, the COA determined the SOM exercised due diligence in arriving at their decision. The SOM's two position penalty removed Mr. Goodale from a podium finish, ensuring he did not receive a 2019 Runoffs trophy nor appear in the top three in the published final results. The six-race weekend probation requires Mr. Goodale to present his probationary license to the Race Director/Chief Steward at each race weekend entered until he successfully completes the probation period. At each event entered Mr. Goodale must compete fully in accordance with the GCR as determined by the Race Director/Chief Steward to satisfy the terms of his probation. In accordance with GCR 7.4, the three penalty points will remain on his competition license for three years.

While the COA understands Mr. Ermish's request to increase the penalty, the SOM's ruling was based on a full review and assessment of the evidence. The SOM exercised full due diligence in arriving at the ruling and the penalties were within the authorities granted in GCR 7.2. The COA finds no compelling reason to increase the penalties.

**DECISION**

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